

# Hongkong Telegraph

(ESTABLISHED 1881)

MONDAY, SEPTEMBER 29, 1919. 日六月八 號九廿月九英港香

## REUTER'S TELEGRAMS.

### THE GREAT RAILWAY STRIKE.

#### MR. LLOYD GEORGE DESCRIBES IT AS "ANARCHIST CONSPIRACY."

#### GOVERNMENT ACCEPTS THE CHALLENGE.

#### DRASTIC STEPS TO COPE WITH FOOD PROBLEM.

London, September 27. Mr. Lloyd George, in a telegram to the chairman of the County Council of Carnarvon, where the Premier was due to speak to-day, explains his absence as due to the railway strike. He proceeds:—I have come to the conclusion that in a long and varied experience I can recall no strike entered into so lightly with so little justification, and with such entire disregard of public interests. On merits, the strike is inexplicable. The Government had made an offer which every fair-minded man must regard as generous. The Government begged the Railway Union to postpone the strike, were it only for two or three days. They declined to grant even this respite to their fellow-countrymen, and a service upon which the life of the whole people so much depends was stopped with practically no warning. The Government has reason to believe that the strike had been engineered for some time by a small but active body of men who wrought tirelessly and insidiously to exploit the labour organisations of the country for subversive ends. I am convinced that the vast majority of Trade Unionists are opposed to this anarchist conspiracy. In the interests of the nation, the Government have no alternative but to accept the challenge thrown down to society as a whole. They intend to meet the blow at the public well with all the resources at the disposal of the State, and they look to the nation to support them in maintaining the fabric of social order, upon which the prosperity of this country depends.

The Premier reviewed the circumstances leading up to the strike, as detailed by Mr. Horne, last evening, emphatically asserting that the dispute is about something which could not possibly come into operation next year, yet the nation is thrown into the dislocation of a hurried strike without even a week's warning. The Government had stated its readiness to consider the anomalies in the proposals, but the railwaymen declined even to discuss offers. The precipitancy of the railwaymen's action gave the impression of a deliberate, matured intention on the part of some individuals to seek a quarrel at any cost. He was convinced it was not a strike for wages or better conditions. Those engineering the strike had made many hitherto unsuccessful efforts to capture the leaders of Trade Unionism. There was no more patriotic body of men in the country than the railwaymen, whose conduct during the war demonstrated that fact. "When they realise they are not fighting for fair conditions of labour but are being used by the extremists for sinister purposes, their commonsense will resume its sway and save the country and their own families from disaster."

#### SCENES IN LONDON.

London, September 27. There were extraordinary scenes in London this morning. The tram and bus services were still running, pending a meeting of the Vehicle Workers' Union Executive. This evening the rush for trams and buses was enormous, there being crowds at every stopping place. Numbers of despairing people walked.

The employees of the Chelsea Power Station, which feeds the tubes ceased work, thereby stopping the Surrey trams. A Continental express from Victoria, and a couple of long distance trains from Liverpool Street managed to leave, but otherwise trains were entirely suspended and stations closed. Goods yards are picketed.

#### A FURTHER CONFERENCE.

London, September 27. Mr. Cramp, the Chairman of the Railwaymen's Union and other Union representatives had a conference with Sir Eric Geddes at mid-day. In some quarters this is regarded as indicating that the door of negotiations is not yet closed. The demand for a special Session of Parliament to deal with the strike is growing.

#### TACKLING THE FOOD PROBLEM.

London, September 27. A sensation has been created of the news by a drastic step taken by the Government to cope with the food problem. The Government propose to close Hyde Park and use it as a motor park and as a distribution centre for milk and foodstuffs. This news has been received with great relief by millions dependent on outside supplies of milk.

#### 250,000 MOTOR DRIVERS.

London, September 27. It is anticipated that all London busmen, tramsmen and taximen will strike to-night in sympathy with the railwaymen. Already 250,000 people have responded to the Government's appeal for motor drivers.

Mr. Thomas, M.P., has instructed the Irish railwaymen not to strike without the authorisation of the National Union Executive.

#### COMPLETE STANDSTILL EVERYWHERE.

Latest reports from the great Provincial centres show that the standstill is complete everywhere. The Tube and Underground strike in London is holding up hundreds of thousands of business men and women. Buses and taxis, and numerous improvised conveyances are creating record blocks in the streets. Every route to the City is choked with vehicles. A taxi is taking an hour from Charing Cross to the Bank. Many passengers for the steamer Orst rely going to Australia were temporarily stranded at St. Pancras but the authorities have provided motor-lorries, thirty of which were packed with Australasians with their wives and families. Aeroplane companies are mobilising every available machine for urgent transit. Up to the present there are no disorders.

## REUTER'S TELEGRAMS.

### FRANCO-AUSTRALIAN AERIAL TRIP.

#### PARIS TO MELBOURNE IN 25 DAYS.

London, September 27. It appears that the aviator, M. Poulet, who is still in Paris, departs for Australia on October 1st, and hopes to reach Kooragang on October 9th, Calcutta on the 11th, Singapore on the 15th and Melbourne on October 26th.

#### ARRIVAL AT GENEVA.

London, September 28. The French aviator, M. Poulet, who is attempting a flight from Paris to Melbourne, has arrived at Geneva, and anticipates reaching Melbourne in 20 days.

#### OBITUARY.

##### MADAME PATTI.

London, September 27. The death is announced of Madame Patti. [Madame Adelina Patti, the prima donna, was Baroness Rolf Cederstrom. She was born in Madrid and was the daughter of Salvatore Patti of Catania, Sicily, a well-known operasinger. She made her debut in the Academy of Music, New York, in November 1859.]

#### BRITISH NAVAL LOSSES.

##### THE WAR FIGURES.

London, September 27. An official return issued to-day shows that the British warships lost during the war numbered 254, including 13 battleships, 22 cruisers, 65 destroyers and 54 submarines. Eight hundred and fifteen auxiliaries were lost, including 244 colliers and 246 trawlers.

#### GOLD SHIPMENT.

London, September 27. £500,000 of the latest shipment of gold from South Africa has been taken to India at 99/- shillings an ounce.

#### SITUATION OF UNPARALLELED GRAVITY.

London, September 27. The situation to-night was one of unparalleled gravity. No negotiations have been begun and there seems no hope of a resumption of conferences. Mr. Cramp's conference with Mr. Lloyd George this morning had no significance. It was simply for the purpose of agreeing regarding the official report of yesterday's Conference.

An attenuated daylight service was maintained, on the Brighton, Midland, and Great Eastern Companies local lines, but long distance trains were entirely suspended. Some of the latter were abandoned en route, and others had the greatest difficulty in reaching their destinations, owing to signalmen leaving their boxes.

Last night's Irish Mail is still missing. The country has reverted to war rationing. Everything is being done to ensure the motor transport of foodstuffs and it is thought possible that private motors will be commandeered.

Aeroplanes are playing a noteworthy part in relieving the situation. Passenger, parcel and mail services are being arranged in London and Edinburgh and also on the Continent. The newspapers publish weather forecasts in connection therewith. It is estimated that a million men are striking or have been rendered idle.

#### WHAT THE STRIKERS WANT.

London, September 27. A demonstration of railwaymen at the Albert Hall passed a resolution endorsing the Executive's action in calling a strike. Mr. Thomas, in a speech declared that if Mr. Lloyd George would say that he was prepared to concede the same principle to all railway servants, the strike could cease immediately.

#### EXPORT OF COAL STOPPED.

London, September 28. The Coal Controller has ordered the stoppage of all foreign shipments of coal from Cardiff, conserving all the coal for use in Britain.

A protracted meeting of the Bus, Tram, and Taximan's Union decided to suspend until Monday its decision regarding a sympathetic strike.

Liverpool's meat supply is held up at Birkenhead. The General Manager and four assistants since the strike has been working the pumps to keep the Mersey Tunnel clear of water. A cessation of pumping for a few hours would make the tunnel unworkable for months. Steelworks at Hartlepool have closed, and several race meetings have had to be abandoned. The Executive of the Irish Labour Party has issued a manifesto approving the railway strike and warning workers to be in readiness. Though a strike on the railways has not been declared in Ireland Sir Edward Carson has been unable to open the anti-home Rule campaign in Belfast, because there are no trains.

#### NO DISTURBANCES.

London, September 28. An official announcement this evening, says the stoppage of trains is practically complete throughout the country. There are no disturbances. A road transport service is being organised rapidly to ensure the food supply.

The Government is receiving numerous offers of assistance, particularly from ex-soldiers and sailors and their organisations.

#### TRIBUTE TO THE PREMIER.

London, September 28. According to the official notes of the conferences between the Cabinet and railwaymen, Mr. Thomas, in conveying the decision to strike, said, addressing the Premier:—"Our Executive, during your absence has passed a resolution recording its appreciation of the fair and impartial way in which you endeavoured to conduct the case from your side, and the fair and frank way in which you endeavoured to meet it."

#### THE PREMIER INTIMIDATED.

London, September 28. Speaking at the Albert Hall, Mr. Thomas asserted that the Premier had been intimidated by Mr. Bromley, Secretary of the locomotive engineers. He said that if the strike failed, all Trade Unionists were doomed for the remainder of their existence.

## REUTER'S TELEGRAMS.

### PEACE CONFERENCE PROBLEMS.

#### SMALL STATES FOR RECOGNITION.

London, September 27. The London representatives of Estonia, Lettland, Lithuania and the Ukraine have submitted a joint address to the Peace Conference, insisting on an early recognition of the independence of these countries and urging that the withholding of this recognition creates uncertainty as regards their future.

#### AMERICANS SEIZE TROGIR.

Washington, September 28. In the Senate Mr. Daniels, replying to a question, said a small landing force from the cruiser Olympia recovered possession of Trogir in Dalmatia, on the 23rd, without bloodshed, after the city was surprised and captured by Italians. Mr. Daniels added: It appears that the Americans acted under the instruction of the Supreme Council.

#### MORE GERMAN SHIPS FOR AMERICA.

Washington, September 28. The United States Shipping Board announces that America retains a number of German liners, including the Imperator, which was previously allotted to the British Ministry of Shipping. She was to have been handed over to the Cunard Line.

#### GERMAN EVACUATION OF LITHUANIA.

##### DEMANDED UNDER PENALTY.

Paris, September 27. The Supreme Council has decided to demand through Marshal Foch the German evacuation of Lithuania on penalty of stoppage of supplies to Germany and a suspension of the financial arrangements.

#### THE BALTIC PROVINCES.

##### HASTENING THE GERMAN EVACUATION.

Berlin, September 19. A semi-official report states that a mixed German and Entente Commission is proceeding to the Baltic provinces shortly to settle the German evacuation. The German Government, in order to enforce the execution of the Commission's decision, has ordered that troops refusing to leave shall have their pay stopped and receive no supplies.

#### THE PRINCE'S TOUR.

Victoria, September 27. An official report states that the Prince of Wales leaves Ottawa for Washington on November 10th.

## TODAY'S EXCHANGE.

The closing rate of the dollar is 48.10. Demand for dollars is 48.10. 1/2.

## THE WEATHER.

Forecast: Fair, Breeze, 29. 52. Temperature 2 p.m. 69. Humidity 5 p.m. 69.

## BELLIOS SCHOOL.

### PEACE CELEBRATIONS.

Peace celebrations were held by the Bellios Public School on September 26. It had been possible to arrange festivities in July, owing to the fact that the date coincided with the Local Examination. Besides which the weather was too hot for the cinema matinee that had been chosen as the day's amusement.

By the generosity of the proprietor of the Victoria Theatre, a matinee was given on Friday afternoon. The film shown included "The Voice of Destiny" and "Topical News." The entertainment was thoroughly enjoyed by the Headmistress, Staff and girls numbering in all about 500. Refreshments were provided during the interval.

## DAY BY DAY.

The wedding is taking place this afternoon, at St. John's Cathedral, of Mr. R. O. Hutchinson and Miss Rose Bleunheim Jupp, who recently arrived from Home on the Empress of Asia.

The programme which the "Prize Packets" are presenting at the Victoria Theatre to-night is the first of its kind. It is varied and full of catchy melodies, fascinating dances and also introduces a musical sketch "Let 'em all come" which should give much pleasure to the patrons of the Theatre.

## DON'T FORGET.

TO-DAY  
Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW.  
Arrival of H. E. Sir Reginald Stubbs.

Hongkong Steel Foundry Co., Ltd.—Shareholders' meeting—11.30 a.m.



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**GERMANY NOT FINISHED.**

The Hague, July 21.—Yes, Germany is finished—finished for good, I heard an American business man declare to his companion in a Rotterdam hotel (Rotterdam hotels are full of American business men, also Germans). "It is history repeating itself: look at Spain, Holland, great commercial nations in their day. England's fleet finished them, and now it has finished Germany. They still live and prosper, these third-class nations, but they are not to be feared as competitors in the world's trade. Industrially, too, it is finished—for some time at least."

This man had been listening to a German just arrived from Berlin, who had been telling terrible stories of misery and collapse, total breakdown, strikes, Bolshevism, no raw materials, valueless money, national bankruptcy—a black picture indeed. "Yes, Germany is finished."

It is a natural conclusion to arrive at, and the American business man may easily lull himself into great self-confidence with it. But let him stay in Holland for a time and supply his ordinary needs. Let him buy anything—a collar button, a toy for his child, a razor anything up to a grand piano—and will find that it is German made. In many cases it will be impossible to get anything but a German-made article. "Yes, everything is German here," the tradesman will tell him. But how—asks, how is it possible? The Germans are short of steel, they have no copper. But this piano has copper strings, brass trimmings, all solid, you say? Yes, during the war for a while they gave us bad substitutes, but now the manufacturers guarantee everything to be as before the war. And it is.

The American business man goes out to sell. He is well received. "Glad to buy American goods, but how are the prices?" Very expensive! But so are the Germans, are they not? Yes, fantastic in fact, but the *valuta*, my dear sir, the low exchange—why, we can get nearly ten marks for a gulder.

And there's the rub. The fact is, the German business man is doing a rushing business on the strength of that low exchange. Wages are high, materials exorbitant in his country. But supposing he has to charge ten marks for an article that formerly cost four. The American price is one and a half dollars, say. The German price, translated, is less than the dollar and a half. And then the freight. The freight is a terror. America quotes f. o. b. at New York, at best. The Germans quote "franke Rotterdam," or wherever the merchant is. It is their method and they win out.

And so the American merchant is up against the same competition as before the war. He soon learns that with all his present handicaps the German is a formidable rival. These handicaps are manifold. In place of the liberal credits he was able to offer in earlier times he had to insist on cash before delivery (his Government exacts that). This is offset by the fact that most of the neutrals have invested heavily in German marks because of the low exchange, and thousands upon thousands of Dutch, Swedish and Danish money are deposited with German manufacturers in advances. Then, instead of the old over-production, which enabled them to "dump" German goods on every foreign market, they have a decided under-production and cannot promise definite deliveries. Here, again, they are not much worse off than their American competitor, for supply everywhere is behind the demand, and shipping facilities are far from adequate. No American can set a date for the delivery of his orders. Of the two uncertainties the neutral merchant is just as likely to choose the former.

Now these things—depositing money with German firms and ordering on the mere chance of a delivery—bespeak a confidence in the ability of German industry to recuperate which is not in keeping with the pessimistic stories that the Germans themselves have to tell. Nor are these the only evidences of this confidence. Holland, and for that matter every country adjacent to Germany, is crowded with business men of all kinds—Englishmen, Americans, even Frenchmen—waiting to get into Germany as soon as the bars are down. The situation reminds one of the pioneer days in America, when squatters waited for the bugle call to rush across the line. It is interesting, moreover, that

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the Germans seem none too anxious to sound the bugle. They are choosing deliberately, and I have first-hand information to the effect that Americans are being given the preference. This almost undignified competition for trade relations with a country between nations that have lately been fighting it, seems to contradict the popular dictum that the said country is "down and out." German money is worth next to nothing, and German paying power depends solely on the potentialities of German industry. It is no exaggeration to say that the foreigner's faith in these

**EARLIER TELEGRAMS.**

**FRANCE AND THE TREATY.**

Paris, Sept. 26.

The Chamber resumed the debate on the Peace Treaty of exceptional interest being the speech of M. Clemenceau in view of the anxiety aroused in France by the discussions in the American Senate. Newspapers are asking what guarantees France will have against future invasion if America refuses to ratify the Treaty, especially if she refuses to join the League of Nations. M. Clemenceau appealed for consideration of the Treaty as a whole emphasizing that the Allies throughout the negotiations had aimed at the realization of the idea of the solidarity of nations. Referring to the outbreak of war he glowingly tributed Britain, who, although there was no binding engagement between the British and French Governments, sided with France immediately Germany violated the neutrality of Belgium (Cheers). He continued that France would never forget the services of America whereon they counted in peace as they did in war. He denied that he did not care about the vote in the American Senate and declared that even if there had been no written treaty he would still rely on America. He refused to be associated with any criticism of President Wilson or to say anything which would hinder President Wilson in his great task. M. Clemenceau proceeded to argue in favour of ratification of the Treaty, declaring the plenipotentiaries in a few months produced a scheme which might be imperfect but which perhaps would take a greater place in history than the Turks' capture of Constantinople. Referring to the "spirit of solidarity" animating the plenipotentiaries he recalled Mr. Lloyd George's question "Would you have won the war without Great Britain's help?" His M. Clemenceau's answer was "No." He insisted on the Treaty's character of solidarity, declaring that though France saved world at the Marne and Verdun she could not have continued the war without the aid of her Allies. This Allied solidarity in war should be continued in peace. It was impossible that the French, who sacrificed their blood in war, would not consent to other sacrifices in peace, relying on the Government and Parliament to give them a peace worthy of those who fought. M. Clemenceau did not wish to insist on military guarantees, pointing out that the League of Nations still had no military forces at its disposal, adding "Moreover I refuse to mobilise a single man to defend Germany against Poland." The chief value of frontiers was the people behind them. It would be vain for France to have a better frontier if her policy was such as to weaken her. "We have now a good frontier. If it is extended to the Rhine we should have German territory before and behind us." He repeated that France conquered with the Allies and it was impossible to separate from them after the victory. He failed to understand those who said France ought to present her claims and if unsatisfied with them break with the Allies. He knew that none of the Allies would make France unacceptable proposals. M. Clemenceau referred with deep emotion to the heroism of British, Canadian, Australian and American troops. M. Clemenceau replied in passing to a charge that the Government abandoned the French language and pointed out that Britain since the eighteenth century had increased her population by two or three hundred millions and her language was at present the most widely spoken in the world. Britain's plenipotentiaries considered that they owed it to their people to speak their own language "Could we refuse it, apart from a spirit of generosity towards the men who came and shed their blood for us." He concluded "The Allied Government's have had our word. We will keep it and if there are responsibilities to take I will take them."

**BLOCKADING THE BOLSHEVISTS.**

Paris, Sept. 26.

The Supreme Council has discussed the question of the peaceful blockade of Bolshevik Russia without a declaration of war and has decided to ask legal advisers whether a satisfactory formula could be found for the application of such a measure.

**EXPULSION OF EGYPTIAN AGITATORS.**

Cairo, Sept. 26.

The authorities have decided to expel the ex-compositor Pizante, an agitator who was largely responsible for the labour troubles, also the Anglophobe pro-Bolshevik Count Dieoletto, editor of the newspaper "Roma." Composers in Cairo have struck as a protest against the expulsion of Pizante.

The controversy between Holland and Belgium concerning the control of the waters of the Scheldt estuary, the sovereignty over the estuary of Antwerp in the past and a right for the transit trade of German industry. Shall Rotterdam or Antwerp get the lion's share of the German shipping? Poor impoverished Belgium wants to build a canal across Limburg to tap the industrial region of the Rhine—not for a region that is industrially ruined, to be sure?

No, despite its breakdown, with all its Socialism, near Bolshevism, Germany is not "finished." Nowhere does one realize this more than here in Holland, its commercial antechamber. But the question is whether, reduced in territory and natural wealth, economically penalized and restricted, it will regain its old position in the industrial world. And how long will it take to recover from its stunning blow?

Whatever the answer, the American manufacturer, if he cares about foreign trade, will have to watch developments in Germany. If the German exchange goes up and German prices remain the same, America is bound to have the command of the field. If, on the other hand, wages go down in Germany as food becomes more plentiful and therefore cheaper, prices are sure to go down also, for raw materials will get cheaper as the exchange improves. America, then, must either adjust her prices or secure cheaper freights. At least that is what the European merchant expects her to do, for he likes to trade with America if America wants to trade with him.

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**EARLIER TELEGRAMS.**

**THE FIUME SQUABBLE.**

Rome, Sept. 26.

D'Annunzio's conditions are the annexation of the city and port of Fiume and the hinterland as far as Italy proper, including the Istrian towns of Abbazia, Volosca and Albona. Members of the Cabinet, while admitting the extreme gravity of the situation, do not agree that solution is impossible and hope is entertained that the Crown Council which meets for the first time since 1882 will find a "via media."

The Crown Council met at the Quirinal this morning to discuss Fiume. The King presided, Premier Nitti and the ex-Premiers and leading politicians of all parties were present, except Baron Sonnino, who was ill and Signor Turati, the Socialist leader.

It is understood that President Wilson has approved the settlement of the Fiume question recently proposed by the Supreme Council, namely that Fiume be a free city under Italian suzerainty and the port and Fiume-Libach railway internationalised under the League of Nations; also that Italy undertake to construct no fortifications within a considerable distance of the town. The last proviso has infuriated the Italians here who declare that it is now too late for compromise. "The feeling in Italy is such that the only solution possible for the Italian people is the unconditional annexation of Fiume. Any Government attempting compromise will be faced with revolution. General Peppino Garibaldi arrived at Paris and told his compatriots the only way out is annexation."

Copenhagen, Sept. 26.

A South Slav Correspondence Bureau telegram from Spalato dated Sept. 25 says a South Slav detachment began an advance on the town of Trogir which was occupied by Italians when an American destroyer entered the harbour to compel the retirement of the Italians to the demarcation line. The inhabitants opened fire on the Italians who hastily left. The South Slavs captured the Italian Commander and three men in an armoured car. In the meantime two hundred American Marines with machine guns landed and took over the armoured car and prisoners who were subsequently transferred to an Italian ship. Serbian troops have arrived and were enthusiastically welcomed. Americans handed the town to South Slav troops and disembarked. The American warship stays in harbour for a few days.

Paris, Sept. 26.

The Yugo Slav Press Bureau denies that Yugo Slav troops are concentrating round Fiume and says the Yugo Slav Government has adopted a waiting attitude hoping the Allies will enforce respect of their decisions and end the intolerable situation.

Rome, Sept. 26.

"Epoca" states that at the meeting of the Crown Council yesterday Signor Titoni stated that the Peace Conference was unable to consider the Italian possession of Fiume a fait accompli without the risk that Czechoslovakia, Yugo-Slavia, Greece and Rumania would take the same action with Teschen, Klagenfurt, Thrace and Banate respectively in which case the Conference could only dissolve.

**EMPLOYMENT OF OFFICERS.**

London, Sept. 25.

The War Office announces that owing to the cessation of the period of emergency it is no longer possible to retain in active employment regular and retired officers unless they hold commissions in the Territorial Force or Special Reserve.



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### EARLIER TELEGRAMS.

#### THE ANTI-BOLSHEVİK CAMPAIGN.

London, Sept. 25.  
Denikin continues to be successful on the whole front and has captured over 6,000 Bolsheviks, along the Don and Khoper rivers in a week. Koltchak's offensive is progressing satisfactorily. Since the beginning of the offensive he has advanced an average of fifty miles on the whole front except at Tobolsk. The Bolsheviks continue to progress in Turkestan meeting with little opposition. Probably they are able to consolidate their gains and their communications with Turkestan cannot be interrupted.

A War Office statement gives details of the progress of Denikin's operations, in the course of which it is stated he made important captures of towns and men and material. Renewed Bolshevik attacks against Wrangel's entrenched line north of Tsaritsin were defeated with the aid of tanks. The Bolsheviks crossed the Khoper on a 45 miles front. On the Don the troops, who are strongly opposing them have the situation well in hand. The famous raiding General Mamontov has apparently re-joined up with Denikin. The Eighth Soviet Army is reported to have been badly handled, retiring in disorder in consequence of Mamontov's operations. Denikin's captures at Kursk included five thousand prisoners, thirty guns, two armoured trains and much material.

The "Times" correspondent with General Koltchak's army reports (Sept. 20): The Bolsheviks are concentrating their forces against Koltchak's left flank, which is astride the Siberian railway.

A Bolshevik wireless from Moscow (Sept. 24) states that practically the whole of Siberia from Irkutsk to Blagovestchensk is in the hands of the Bolsheviks.

#### BOLSHEVISM IN AMERICA.

New York, Sept. 26.  
Judge Gary, president of the Steel Corporation, announced that he declined to negotiate the strike with Fitzpatrick or his associates. The Corporation would only deal with their own employees, the majority of whom were non-Unionists. He described Fitzpatrick as an acknowledged revolutionist and emphasised the strike if it succeeded would probably be the beginning of an upheaval which might have grave consequences. He asserted that the I. W. W. was carrying on Bolshevik propaganda with money from Russia.

#### SHANTUNG AGAIN.

Cheyenne, Wyoming, 27.  
President Wilson in a speech declared he would regard the adoption of the proposed Senate reservation with regard to Article 10 of the Peace Treaty as the rejection of the Treaty. He reaffirmed the United States was not entitled to doubt Japan's promise with regard to Shantung and characterised the professions of friendship towards China by opponents of the treaty as "empty noise."

#### EVACUATION OF RUSSIA.

Archangel, Sept. 25.  
Thousands of British troops and the General Headquarters embarked to-day. The last British troops leave on Sept. 27. The North Russian Government announces its intention to engage demobilised British to serve with the North Russian army and hopes to form a brigade of infantry with machine gunners and artillery. A hundred officers have already applied as aviators.

#### THE BALTIC PROVINCES.

London, Sept. 26.  
The "Echo de Paris" says the Supreme Council has discussed possible means of coercing Germany with the object of securing the evacuation of the Baltic Provinces by Von der Goltz's troops.

#### A SETTLED STRIKE.

Metz, Sept. 26.  
As a result of a mutually satisfactory agreement the iron-workers' strike in Lorraine has been settled.

#### VISCOUNT BERTIE DEAD.

London, Sept. 27.  
The death is announced of Viscount Bertie.

### NOTICES.

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### WOMEN DEBATES DIFFER.

## WOMEN DEBATES DIFFER.

The following article was contributed by a Berlin correspondent to the London Morning Post.

A long debate has taken place in the National Assembly at Weimar on the position of children of unmarried mothers in relation to the marriage clauses of the new Constitution. Both the Socialist parties introduced motions practically removing all distinctions between married and unmarried mothers and between children born in and out of wedlock, while the Centre party opposed these motions on the ground that if they were accepted the sacredness of marriage and of family life would be destroyed.

Frau Juchauz, a Socialist deputy, demanded that the children of an unmarried mother should have the same rights as those of a married mother and be entitled also to inherit from the father and mother. Dr. Luppe, for the Democrats, moved that children of unmarried mothers be accorded by the Constitution the same rights of development as enjoyed by children of married mothers, while Frau Zeitz moved on behalf of the Independent Socialists that a child born out of wedlock should take the name of the father and be on a complete equality with one born in wedlock, and that an unmarried mother be entitled to be addressed as Frau.

The Constitution Committee finally moved that the Government be requested to introduce a Bill regulating in a just manner the legal and social position of the illegitimate child.

### THE UNMARRIED MOTHER.

Frau Rohl (Majority Socialist) considered that this motion did not go far enough, for it ignored the unmarried mother. No one, she maintained, had the right to leave the unmarried mother without the protection of the Constitution, and she insisted that such an injustice towards her and her child should disappear from modern Germany.

Frau Neihaus (Centre Party), who has devoted her life to social work in the interests of women and children, maintained that there must be a distinction between marriage and other unions not based on fidelity and responsibility. She urged that it would be fatal to the nation if the fundamental character given to a mother and her child by marriage were taken away by placing marriage and other unions on an equality, and she demanded that the Constitution should uphold the difference between marriage and motherhood, while assuring to the child of the unmarried mother a legal and social position.

Frau Bronner stated that the Democratic Party were of opinion that the rights of illegitimate children should be laid down in a special law and not in the Constitution, and consequently she opposed the Socialist motions. She considered it one of the first duties of the State to remove any stigma from birth out of wedlock, and argued that an illegitimate child should not be taken away from the mother and should not take the father's name, for that would only make illegitimacy more pronounced. In some cases, moreover, the name of the father could not be ascertained, so that two classes of illegitimate children would be created.

### MOVE TOWARDS BOLSHEVISM.

Frau von Gierke (German National Party) asserted that all the motions, including those of the Democrats, aimed at placing motherhood and marriage on the same level, and she contended that if marriage and the family did not retain its especially sacred place in the public mind it would be easy to drift into Bolshevism.

Herr Burlage, a Centre Deputy, said his party was of the opinion that the Independent Socialists aimed consciously and deliberately at depreciating marriage, and maintained that it would be a retrograde step to place children born out of wedlock on an equality with those born in wedlock.

The voting on the various motions was postponed. Apart from the intrinsic importance of the debate, it is significant in that it shows once again how really opposed to each other are the views of the Centre and the Socialist Parties now ruling Germany.

## FRESH

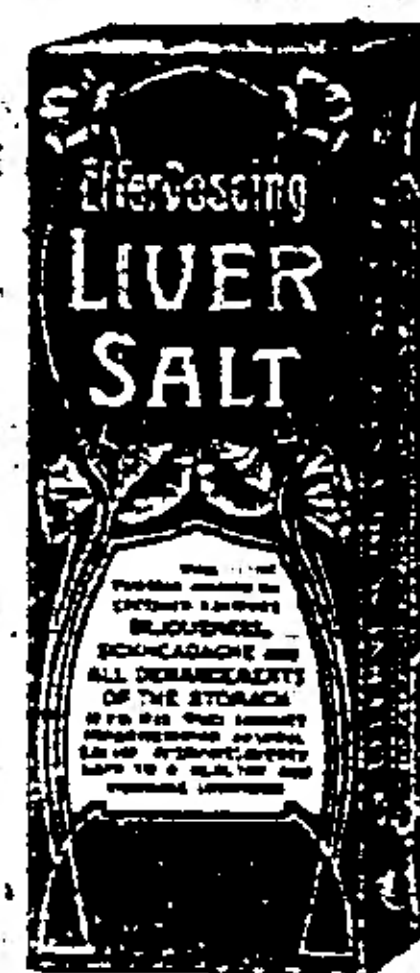
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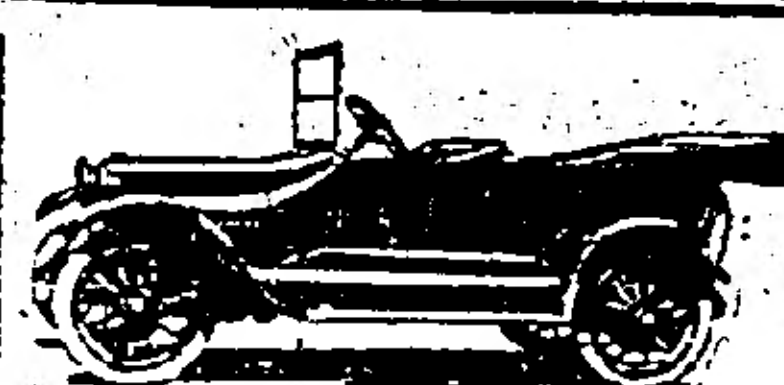
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## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 29, 1919.

### THE SEASON OF HARVEST.

Summer is fading into autumn and at home and across all the plains of Europe people are busy with the garnering of the harvest. For the first time in five years a harvest is being reaped in peace, for it was during the reaping time of 1914 that the first great clash of war came and plunged civilisation into the agonies of modern strife. With the passing of a year's seasons men are naturally provided with opportunities to experience all the differing emotions which go to make up the thought and life of this world. In spring, with the awakening of dormant forces, man is energised to sow and also plan out his tasks for the executive season of summer, and it is in autumn that he takes his reward, gaining security against the barrenness of winter thereby. With the beginning of each new calendar year he is induced to become retrospective of the past and, fired by the tendency to improve what is naturally inherent in his make-up, he is lured on to declare that the year before him shall be better and more profitable than the one just closed. And so the cycle of experience goes on, weaving, as it turns, the pattern of history. To-day is a time of reaping and it is just as well to ascertain that the harvest is such as was planned for, and whether the yield is a good one or no.

For the past five years, with the exception of but a little the whole of civilised humanity has been engaged in a very different task than that of sowing social seeds for communal benefit. Concentrating itself on contesting and defending the very existence of higher civilisation it has, in the main, had little time to till or plant and there has been an inevitable growing up of weeds in the social fabric. When the curtain was wrung down in November last on the principal theatre of war administrative genius in all the great nations turned from the needs of waging hostilities to the great task of reconstructing a new and better order of things, or to adopt the simile above, began grappling with the weeds and planting new crops. The growth of tares had indeed been great and there was more than work for all. But the crop of war was mixed, as indeed most crops are. The tares of hatred, pain and suffering, were mixed with the wheat of patience, endurance and self-sacrifice. By its quality and value that little wheat deserved to be harvested with great care for it was all that was available to give to a very hungry world. Some there are, who looking back over the past year, will say that that precious harvest has been squandered without the best use being made of it, but whatever judgment is passed it is undoubtedly a fact that it is fast becoming less, near to the point of total consumption. In the interval that has passed between the Armistice and now, sufficient indication has been given to show that whilst it was the intention of administrators generally to make the best possible use of that wheat there has been a failure, in part at least, for patience and endurance are fast disappearing whilst the crop of social problems and dissatisfactions is every whit as great as when fighting first ceased. Social Europe is still in a state of chaos, but the stock of goodwill, essential to the bringing about of order is getting low.

In the spirit of the season we should be harvesting now the fruits of the past year's work, and it has to be frankly admitted that the harvest is small. But with care there should be no great danger. Unlike the harvests of the field, the reaping of social grain is always going on, and sowing can constantly be directed. There are undoubtedly waiting for opportunity to germinate and blossom seeds of great social price. They only need careful planting and tending. Every day brings its quota of news showing how efforts are being made to make fertile once more the barren patches in our present scheme of things, and a great hope must surely be present in all peoples that next autumn's return will be one of tremendous yield. A new cry is needed in the fields of the world calling for the uprooting of the tares of hatred, narrowness, suspicion, and strife, and demanding the nourishing wheat of trust, toleration and contentment. If such a harvest could be garnered great would be the thanksgiving.

### NOTES & COMMENTS

#### RESIDENTS' MEMORIAL

The "wait and see" attitude of the St. Andrew's Church Vestry in regard to the recent application for the loan of the Church Hall, for the holding of a public meeting of Kowloon residents, has given rise to a deal of discussion. It will be recalled that the application was refused on the grounds that, pending the arrival of the new Chaplain, the Vestry did not desire to create a precedent. That stand, however, is rather discounted by the terms of a letter which has been shown us by the gentleman making the application, who, just about a year ago, asked for the loan of the Hall for the purpose of arranging a meeting to discuss the housing question. In that letter, the Hon. Secretary of the Vestry stated that "the Vestry will be glad to lend the Church Hall for the purpose you state," and he requested the applicant to inform him of the date of the proposed meeting. It so happened, however, that circumstances arose which made the holding of the meeting unnecessary. The point is, however, that permission for the loan of the Hall was given, and—this is important—that the Vestry at that time was in a like situation to that now prevailing: the Church was without a Chaplain. Naturally, therefore, surprise is now felt that this latest application should have been refused, especially when the Vestry takes the attitude that it is really broad-minded on the question but is debarred from complying with the request because, in the absence of a Chaplain, it would be establishing a precedent. These Vestrymen would appear to have very short memories.

#### A NEW STATUS.

Had the war never occurred, it was inevitable that the self-governing Dominions of the British Empire should, as time went on, take a growingly larger share in world affairs. Their steady development and their inter-relation with other nations on big issues pressed so much. The war, however, has hastened the time of their entry into the comity of great nations, and a big step forward was registered when our Dominion statesmen were invited to the Peace Conferences and later when they signed the Treaty on behalf of their respective countries. Foreign opinion on this new status of our Colonies is now reflected by the fact that the French Foreign Minister has, in the Chamber, upheld the right of the British Dominions to membership in the League of Nations, backing up his argument with the statement that France has no Colony comparable to our overseas possessions, which raised nearly three million men in the war. That broad-minded utterance by M. Pichon will be greatly valued, not only as a tribute to our Colonies' part in the war, but as fresh evidence of the growth of Anglo-French amity and goodwill. The war efforts of the British Dominions entitle them to a more prominent place in international life. It is good to know that other nations generously concede the point.

#### PRISON REFORM FOR HONGKONG.

The Hongkong Government can take a leaf from the Indian Government, which has just appointed a Committee to investigate the whole system of prison administration in India, with special reference to recent experience in Western countries. The Committee will consider how far the methods which have been shown, by recent experience in other countries, to be beneficial in the treatment of prisoners, can usefully be applied to Indian conditions, how far the existing Indian prison system is susceptible of improvement and what steps should be taken to render it both more deterrent to crime and more reformatory in its influence. Certainly such a Committee is required in Hongkong, especially to ascertain the possibility of strengthening the reforming influence of prison administration in the Colony and the treatment of criminals of different classes and ages and also the best means of assisting prisoners after release. The Indian Committee has assembled in London and proposes to visit the United States and the Philippines before reaching India. It might perhaps be induced to visit Hongkong on its tour, to make a similar investigation for this Colony. We commend this suggestion to the authorities.

### DAY BY DAY

#### USUALLY WHEN A YOUNG MAN IS NOT SATISFIED WITH THE WORK HE IS DOING HIS BOSS ISN'T EITHER.

Engineer Commander and Mrs. Sands left to-day by the Kuschow for Tientsin.

We learn that the Rt. Rev. Bishop Lander will return to Hongkong on or about October 20th.

The s.s. Nile, which is undergoing renovation prior to being released from requisition, is now in the Naval Yard dry dock.

Lieutenant G. A. M. V. Harrison has been appointed to the river steamer Kinsha on the Yangtze, and Lieutenant L. King to the gunboat Thistle on the China Station.

A Chinese was to-day charged before Mr. N. L. Smith with unlawful possession of a dagger. Defendant said he was taking it to the country for one of his friends. Mr. Smith fined the man \$5.

Engineer Rear Admiral G. W. Roone, C.B.E., who has been advanced to that rank, was chief engineer at Hongkong Dockyard from January, 1912, to his appointment to the battleship Lion towards the close of the war. He received the C.B.E. for his services in the war.

A Chinese was to-day charged with unlawful possession of 150 rounds of ammunition. He was coming back from Berton (U.S.A.). The ammunition was found concealed in bars of soap. Defendant said that he was taking the ammunition for his own protection. Mr. Lindsell fined him \$50.

The Victoria Recreation Club's annual aquatic sports take place on Thursday, 2nd; Friday, 3rd and Saturday, 4th October. Ladies are reminded that all wishing to swim in the Ladies Championship should send in their names at once with the fee of 50 cents, so that their names may appear on the programme. The other races for ladies, girls and boys and the Army and Navy are post entries free of charge.

From all accounts the September share settlement, which was on to-day, has been the heaviest within the last two years. We hear that it has been successfully closed over. It has been particularly heavy by reason of the fact that there has been very rash gambling in stocks like Indo-Chinas and Wharves. The Hongkong and Shanghai Bank, it is stated, is reducing its margin on shares deposited with the Bank.

The marriage arranged between Commander Frederic Bennett, R.N., of his Majesty's ship Hawkins, son of Sir Courtenay Bennett (late his Britannic Majesty's Consul-General at New York) and Lady Bennett, and Mary, elder daughter of the Hon. Henry and Mrs. Hennen, of The Hall, West Farleigh, Kent, is intended to take place at Shanghai or Hongkong on the arrival of the Hawkins on the China station.

By the death at the Peak Hospital yesterday of Mrs. Hayward, widow of the late Mr. George Hayward, the Colony has lost one of its oldest residents, the deceased lady having resided here for over 40 years. She was greatly liked by all who knew her for her bright disposition and genial temperament. She leaves four children, two of whom, Miss Hayward and Mr. H. E. Hayward, reside in Hongkong. For them the deepest sympathy will be felt. The funeral took place at Happy Valley yesterday afternoon.

At the Police Court to-day, a Chinese youth was sentenced to six weeks' hard labour by Mr. N. L. Smith for picking a pocket of another Chinese. The complainant gave evidence that when he came off a ship this morning he engaged a number of coolies to carry his luggage. The defendant was with them, and whilst witness was stooping down, defendant put his hand in his pocket and stole \$5. Witness immediately got hold of him, but the defendant had already passed the money on to another man. Defendant denied the charge, saying "If I was a pickpocket I would not be dressed so dirty as pickpockets are always properly dressed." Mr. Smith sentenced the man to six weeks' hard labour.

### CURRENT GOSSIP

#### [BY "INTERCARTON"]

There is general stagnation in the local share market. The general opinion is that values of many stocks are at present inflated. One of the contributory causes has been the indiscriminate buying by Chinese who were flushed with cash which they did not know how to invest. Encouragement was given to this speculative fever by the Chinese bankers in Hongkong allowing very big margins on shares. Some brokers, I am told, are contemplating opening branches in Manila and Singapore as they think the local field is too limited and greater scope exists in the Philippines and the Straits Settlements for company promotions and share speculation. Hongkong is certainly not a Paradise for the dabbler in shares. The people who usually rig the market are a little coterie of Directors, and some brokers are their tools. The opportunities for making money are, therefore, few. It is not an easy task to lift a market when the "Director clique" are not inclined to do so. The common experience of those who have tried this coup has been a nasty one, for invariably this "clique" has succeeded in smothering its opponents with scrips.

I am simply citing this to show that vested interests are encountered in every path in Hongkong. Therefore, share speculation is not always an attractive or a safe proposition in the Colony. To fight these interests two things are required:—An alert and sound business mind, and a plentiful supply of cash.

If, as I am told, some brokers intend opening offices in the Straits Settlements and the Philippines, we may shortly witness a boomlet in company promotions in the Colony. A lot of foreign money could be forthcoming for new enterprises in the Colony if capitalists were made acquainted with sound propositions. The field has not been sufficiently exploited in the past, probably because the local brokers have not been enterprising enough. At any rate, this new stir is a happy augury for the future.

If a dyspeptic is permitted to drink tea at all, that tea should be China tea, because, as a rule, it is much less astringent, and therefore less likely to derange a delicate system. Indian tea contains and yields when infused a much larger amount of tannin than for the most part do China teas. The recognised superiority of the quality of Chinese was further attested at the Panama-Pacific International Exposition in 1915, when Chinese tea in competition with teas of other countries was awarded the general prize. Chinese tea is universally admitted to be the best in the world both from the point of view of fragrance as well as purity. Russia has been the largest buyer of China teas, usually more than fifty per cent. of Chinese tea going there. China exported last year to the United States 72,398 piculs of tea, to Russia 95,705 piculs and to Great Britain 37,333. In the past the principal outlet for black tea has been Russia, which in 1916 and 1917 took nearly three-quarters of the production of 28,500,000 pounds, but last year there was a very small demand for black tea from Russia and the trade dwindled to approximately 3 million lbs.

A Telegraph reader sends me a cutting from a Vancouver paper regarding the prospect of removing the restrictions by the British Government on gold. The journal forecasts that this would herald a higher price for gold, which would soar proportionately with other commodities and probably reach a level in a very short time of \$40 against the present price of (gold) \$20.67. Gold has a high premium to-day, and the effect of such a measure would have more than ordinary bearing on conditions in British Columbia as it would rush the valuation of the mines of the province up 50 per cent., thus acting as an incentive to thousands to become actively interested in the production of gold and silver. Should such legislation be passed, it is probable that gold coins would be called in by the Government and all gold produced held in the Treasury—awaiting a better relationship between the paper currency and the gold reserve. At the present time there is a gold embargo in Canada, Great Britain and the United States. In the latter

### DIOCESAN SCHOOL

#### AQUATIC SPORTS.

The annual Swimming Sports of the Diocesan Boys' School were held at the V. R. C. Baths (by kind permission of the Committee) on Saturday. In former years these sports have been held from a launch and the entries have been confined to boarders who bathe from a launch twice a week during the season. This year the sports were held at the V.R.C. and were open to the day boys as well as to the boarders. Another innovation this year was that there were no prizes; this innovation was made to discourage "pot-hunting" and professionalism and to encourage true sport. There was very keen competition and an enthusiastic band of supporters. The day scholars beat the boarders in a very exciting Team Race. The judges were—Rev. W. T. Featherstone, Mr. H. Sykes, Rev. A. J. Stearn, Messrs. E. H. M. Hayes, G. H. Rainer and W. J. Moody. A sub-committee composed of the Headmaster, Mr. Moody and two boys (F. V. Read and C. McKenzie) made all the arrangements for the afternoon. The results were—  
School Championship 100 yds.—1. F. Read; 2. C. McKenzie.  
50 yds. for boys under 10 yrs.—1. V. Gittens; 2. T. Edwards.  
50 yds. Juniors.—1. A. May; 2. H. King.  
50 yds. Seniors.—1. A. Castro; 2. C. McKenzie.  
High Dive, Juniors.—1. A. May 50 yds. Breast Stroke Juniors.—1. T. Edwards; 2. V. Gittens.  
High Dive, Seniors.—1. A. Castro.  
Plunge.—1. F. Read; 2. A. Castro.  
Team Race, Boarders v. D. Scholars.—Won by Day Scholars.  
Cork Race.—1. A. Castro; 2. A. Zimmern.  
Running Dive.—1. D. Lopes; 2. P. B. Taylor.  
Obstacle Race.—1. E. McDougall; 2. A. Castro.  
25 yds. Back Stroke.—1. Chan Kam Hon; 2. Chan Kam Mok.  
Pillow Fight.—1. L. Dobinson.

### COMING MARRIAGE.

#### PRESENTATION TO MR. R. O. HUTCHISON.

An interesting presentation took place on Thursday last, when, in the presence of the staff of the Imports and Exports Department, Mr. R. O. Hutchison was made the recipient of a silver tea service and fruit dish, on the occasion of his impending marriage.

Commander Beckwith, Head of the Imports and Exports Department, made the presentation, saying—Mr. Hutchison, on the eve of your marriage, I have very great pleasure in asking you to accept from us, the Imports and Exports Department of this Colony, a silver tea service and fruit dish with every good wish for a long and happy married life and also good luck and promotion in your service career in this Colony. Mr. Hutchison replied as follows—Commander Beckwith, Gentlemen, I thank you all most sincerely for this magnificent gift. I know that the future Mrs. Hutchison will be as proud of this tea service as of any other gift we may receive. I would like also to thank you for the loyal assistance I always had in the Department. Commander Beckwith was the first Superintendent when liquor duties were introduced. That was a new venture and probably the most difficult. Since then we have taken over several other shows. All of these have meant strenuous work for the staff which has always been willingly done. I think you will all agree with me that now, the Imports and Exports Department are prepared to tackle any proposition that is possible to think of, and make a success of it. Gentlemen, I thank you all most sincerely.

### TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, from the Manila Observatory at 12.41 p.m. to-day.

Cyclone or typhoon S. of Guam, moving W.N.W.

country the restrictions were lifted for a few weeks but the enormous exodus of gold from the country caused the Government to promptly replace the lid, which has been down ever since. In some instances of Government necessity, gold has been allowed to go out, but only under special arrangements.

### MOTOR ACCIDENT.

#### EUROPEAN LADY BADLY INJURED.

A very serious motor cycle accident occurred yesterday afternoon on the Tai Po Road. Mr. and Mrs. W. J. Crawford, with Messrs. Morrison, Haig and Forsyth, were motoring out to Castle Peak together, and when at the 14th mile they saw some Chinese rushing down the gully. On enquiry it was learnt that a motor-cycle had leapt over the cliff. Hurrying to the spot, they saw Mrs. Bolton lying covered with blood, with Mr. Bolton, of the Kowloon Dock, and his motor-cycle nearby. Mrs. Bolton was unconscious. She was carried up the hill and placed into the Mr. Crawford's car. She regained consciousness afterwards. Mr. and Mrs. Bolton were then taken in Mr. Crawford's car, while two of the friends of Mr. Crawford were conveyed back by Mr. Lopez in his automobile.

Mrs. Bolton was severely injured. She lost much blood, bleeding profusely from many injuries. At Shatin the party telephoned for a doctor to come out to Yau-mai but none could be secured. Sergeant Aris was also telephoned for and he sent out a Police launch and, telephoned to the motor ambulance to meet the party at Kowloon. When the car conveying Mr. and Mrs. Bolton and Mr. and Mrs. Crawford arrived at the Police Wharf, Kowloon, the Police launch that Sergeant Aris had despatched had just come along and Mrs. Bolton was speedily taken across the harbour in it. At the Stone Pier, the motor ambulance was in waiting and conveyed the injured lady to the French Hospital, where her condition is rather serious.

Mrs. Bolton had been ill for a long time and Sunday's accident has given her a severe shaking. She has been very badly cut, the bone of the left side of the forehead being exposed.

Nobody seems to know how the accident happened. The spot where it occurred is about the worst corner on the Tai Po Road. The P.W.D. do not seem to be making any alterations at that corner. The drop here is between 60 and 70 feet deep. It is just a sheer drop straight into the bed of the water fall, with no bushes. It was a fearful fall, and the most miraculous part of it was the fact that Mr. Bolton escaped any sort of injury, seeing that he and Mrs. Bolton fell with the motor-cycle clean over the cliff.

### INDIAN MURDER CASE.

The Indian trooper murder case was heard again to-day before Mr. R. E. Lindsell.

Captain Evenden, of the H.K.S.B. R.G.A., gave evidence that on the 8th September he took the statement of the defendant, at about 10 a.m. at Headquarters. He cautioned him. He then read it out to him, and defendant signed it. The statement was—About 1.45 a.m. on 8th Sept., Dewa Singh was standing and facing his bed. He started to shout that Sucha Singh had been struck. Several men then sat up in their beds. I was the first one to get up and as soon as I stood, Gunner Dewa Singh accused me of striking Sucha Singh. I tried to render assistance to Sucha Singh by giving him water. Dewa Singh called out my name several times as having struck Sucha Singh. I got frightened and went away and stood by my bed. There was a lot of movement in the room, and I remained standing by my bed until Kishan Singh arrived. Dewa Singh again accused me of striking Sucha Singh. I denied this to Kishan Singh, who arrested me. After further evidence, defendant was committed for trial.

### SHORTHAND RESULTS.

The results of the Sloan-Duployan shorthand examination held at the St. Paul's Institution, French Convent, Causeway Bay, have just come out from England. The following pupils have been successful in obtaining Reporter's Certificates—Florence Hamilton, Phyllis See Chai, Doris Windobach, Nina Hazelard and Ellie Noronha.

The new courses for speed, reporters, and elementary certificates will commence on Saturday, October 4th, at 9 a.m. at the above Institution.



NOTICE

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A FAMILY RULE.

"It's curious reflection and a grievous sort of fact  
That a feller's finer feelin's are so lazy-like to act.  
You can take two distant strangers just thrown suddenly together  
And they're sweet as new molasses is to flies in August weather.  
And they'll part a-flappin' flippers, sayin' he's so glad he's met him,  
And in less'n fifteen minutes he'll just totally forget him.  
And that same well-meanin' feller will go home and have a quarrel  
As to whether hot tea-biscuits is a crime, or just immoral.  
And his wife and him will mope around for somethin' like a week  
And be so blamed unhappy that they're both ashamed to speak.  
So seems to me there ought to be some way for pa and mother  
To get along as sweet as though they didn't love each other!"

"You'll hear a lot of talk about the family relation.  
As if someone had solved it by an algebric equation.  
You'll read a lot of rules about magneto-psychic forces.  
And how you got to watch 'em, if you want to dodge divorces.  
Some hand you philosophic dope and some religious chatter,  
And the more they elocute the less you know about the matter.  
For the ones that have the surest rules for love to never falter  
Are mostly those who never wore the bridal bit and halter.  
So I don't say the psalm I sing is super-Solomonic.  
Or claim the wisdom I have caught is both acute and chronic.  
But I bet you that the simplest rule to keep away from danger  
Is to treat your wife so nice she'll almost think that you're a  
stranger!"

E. V. COOKE.

THE CORONET.

SPECIAL FILM TO-NIGHT.

The growing popularity of the  
Coronet Theatre was again  
illustrated on Saturday night  
when the building was packed  
to the doors by an audience  
which greatly appreciated the  
programme provided. The chief  
attraction was the seven-part  
gypsy drama, "The Call of Her  
People," which was a really  
magnificent picture in a beautiful  
setting.

To-night the management is  
putting on a very special film—  
"Revelation," featuring Nazim-  
ova, the great Russian actress.  
We are informed that this is one  
of the finest and most striking  
pictures ever shown in Hongkong,  
and that although the cost of re-  
production is unusually high, the  
admission charges will be as  
usual. Crowded houses are ex-  
pected during the screening of  
this film.

ABOUT YOUR RHEUMATISM.

The joints and muscles of  
people suffering from Rheumatism  
and Lumbago are like the hinges  
of an old neglected gate. When  
the gate is being opened the  
hinges show their bad condition  
by creaking and refusing to swing  
easily because they are clogged  
with rust. When the Rheumatic-  
stricken joints and muscles are  
moved they work only with  
difficulty and pain because they  
are clogged with poisonous de-  
posits of uric acid.

This poison is carried to the  
joints and muscles by impure  
blood. To find relief and cure it  
is absolutely necessary to cleanse  
and enrich the blood, for so long  
as the blood is poor and poisoned  
so long will the Rheumatism or  
Lumbago remain in your system,  
growing more and more severe as  
time goes on.

By their rapid purifying yet  
tonic action on the blood, by  
making new, rich, red blood at  
every dose, Dr. Williams' Pink  
Pills have cured more causes of  
Rheumatism (even in its worse  
and most chronic forms) and of  
Lumbago than of any other  
maladies excepting Anaemia. For  
Anaemia—bloodlessness—they  
are the natural remedy, as has  
been proved by their numberless  
cures in all parts of the World.

Let Dr. Williams' Pink Pills  
for Pale People begin their work  
of dispelling your Rheumatism,  
of purifying and building up your  
blood. NOW Obtainable from  
medicine vendors everywhere,  
and the Dr. Williams' Medicine  
Co., 96 Szechuen Road, Shanghai,  
1 bottle for \$1.50, 6 bottles \$8,  
post free.

**DAIRY FARM NEWS.**  
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WHO KNOWS THE VALUE OF A GOOD  
APPEARANCE PAYS CAREFUL ATTENTION  
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HE APPRECIATES A GOOD TAILOR  
BECAUSE HIS TASTES ARE UNDERSTOOD.

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RECORDS.**

A 2266	Till The Clouds Roll By	Foxtrot
	Huckleberry Finn	
A 2311	What Kind of an American are You	Onestep
	Pack Up Your Troubles	
A 2424	For You A Rose	Foxtrot
	Long Boy	Onestep

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SAILINGS FOR  
LONDON via SINGAPORE, COLOMBO,  
PORT SAID & MARSEILLES.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
KHIVA	1st Nov.	3rd Dec.	12th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

S.S.	leave Hong-kong about	Due Bombay about
DILWARA	6th Oct.	25th Oct.

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S.	leave Hong-kong about	Due Calcutta about
ITOIA	12th Sept. 1 p.m.	21st Oct.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

S.S.	leave Hong-kong about	Due Yokohama about
KHIVA	1st Oct. at 10 a.m.	14th October.

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SAILINGS

**HONGKONG to VANCOUVER**  
(via Shanghai, Nagasaki (\*Moji) Kobe & Yokohama)

FROM	STEAMERS	HONGKONG	VANCOUVER
Empress of Asia	Oct. 2	Oct. 20	
Empress of Japan	Oct. 25	Nov. 16	
Montezuma	Oct. 19	Nov. 12	
Empress of Russia	Oct. 30	Nov. 17	
Empress of Asia	Nov. 27	Dec. 15	
Empress of Japan	Dec. 20	Jan. 10	
Empress of Russia	Dec. 25	Jan. 12	

\*Owing to Japanese Quarantine Regulations the "EMPEROR OF ASIA," 2nd October, will not call at Shanghai.

Passage Rates Hongkong to United Kingdom.

Empress of Asia	Empress of Japan	Montezuma	Empress of Russia
1850 Tons Reg.	Gold	1700 Tons Reg.	Gold
Empress of Asia	\$553.00	Empress of Japan	\$445.00
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Fares subject to change without notice.

Registration for Passage for Season 1921 now being made.

For particulars regarding passage rates, sailing and reservation of accommodation, also handbooks and descriptive literature apply to  
D. SUTHERLAND, GENERAL AGENT, HONGKONG.  
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Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and Honolulu.

**THE SUNSHINE BELT.**  
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S.	leave Hongkong
"ECUADOR"	8th October.
"COLOMBIA"	5th November.
"VENEZUELA"	

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

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For further information, rates, literature, schedules etc.,  
Apply to:—  
Company's Office in  
Telephone No. 141. ALEXANDRA BUILDING. Chater Road.

**BANKER & CO.**  
WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave the Young Tai Hing Wharf (Connaught Road West) at 5 p.m. on 9th inst. for Wuchow via West River Ports.

This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to  
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1st Floor Hotel Mansions  
Messrs. Thomas Cooks & Sons  
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**SHIPPING**

**N. Y. K.**  
**NIPPON YUSEN KAISHA.**  
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Tuesday, 14th Oct. at 11 a.m.  
SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.  
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU ... Friday, 3rd Oct. at Noon.  
SHIDZUKA MARU ... Friday, 17th Oct. at Noon.  
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 22nd Oct. at 11 a.m.  
AKI MARU ... Wednesday, 19th Nov. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroan, San Francisco, Panama & Colon.  
SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.  
SHINRYU MARU ... Thursday, 9th Oct.  
TENSIN MARU ... End of October.

CALCUTTA & RANGOON via Singapore & Penang.  
TSURUGA MARU ... Friday, 3rd Oct.  
YAMAGATA MARU ... Friday, 24th Oct.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.  
AKI MARU ... Saturday, 18th Oct. at 11 a.m.  
TANGO MARU ... Saturday, 22nd Nov. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.  
KAIFUKU MARU (Omitting Shanghai) Monday, 29th Sept.  
TENSIN MARU ... Thursday, 2nd October.  
YOKOHAMA MARU ... Thursday, 2nd Oct. at 11 a.m.  
HOSEI MARU ... (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)  
TSUYAMA MARU ... Wednesday, 1st Oct.  
WAKASA MARU (London, Antwerp & Rotterdam) Thur. 9th Oct.  
DELAGOA MARU ... Middle of October.  
(London, Antwerp & Rotterdam)  
TOYOOKA MARU (Marseilles & Liverpool) End of Oct.

For further information apply to—**NIPPON YUSEN KAISHA.**  
Telephone Nos. 292 & 293. S. YASUDA, Manager.

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SAN FRANCISCO LINE  
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FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers: From Hongkong: From Shanghai.

TEIKO MARU ... 2nd Oct. "Omitting call at Shanghai."  
KURE MARU ... 10th Oct. (from Yokohama).  
SHINRYU MARU ... 18th Oct.  
TANGO MARU ... 18th Nov.  
KOREA MARU ... 18th Nov.

**SOUTH AMERICAN LINE.**  
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.  
THRU BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers: Leave Hongkong. 4th Nov.

SEITO MARU

Passengers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.  
Passengers may travel by rail between ports of call in Japan free of charge.  
For full information as to rates, sailing, etc., apply to  
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15,000 tons. 11,000 tons. 10,000 tons.

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Nov. 1st, 1919. Oct. 11th, 1919. Nov. 22nd, 1919.

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**SHIPPING NEWS**

**MANCHESTER AND BRAZIL.**  
A direct line of steamers from Rio to Manchester for the transport of cotton is, it is understood, being talked about. The possibilities of Brazil as a cotton growing centre are considered to be pretty good.

**NORWEGIAN WAR LOSSES.**  
In the submarine war, which was so disastrous for the Norwegian Mercantile Marine, 1,080 Norwegian seamen, 234 Swedes, 110 Danes, and 287 seamen of other nationalities lost their lives on Norwegian ships. The Norwegian Shipowners' association has paid dependents of victims compensation amounting to thirteen million kroner.

**CHINA COAST DISASTER.**  
The fate of the steamer Akiba Maru (1,500 tons), which has not been heard of since her departure for Shanghai from Haichow, China, on Aug. 21st, has now been ascertained. According to reports received by the owners from the Captain, the steamer, after leaving Haichow, encountered a storm at the entrance of the Yangtze on the night of the 2nd, and eventually foundered. Out of 34 men on board the Captain and twelve others were picked up after drifting about for two days. Twenty-two of the crew are still missing. On receipt of this report the owners—the Fukukawa Kisen Kaisha, of Kobe—despatched men to Shanghai to see if anything can be ascertained about the missing members of the crew.

**GALLANTRY REWARDED.**  
Some time ago a certain ship belonging to the port of Liverpool was salvaged and brought into port under extremely difficult circumstances, as the ship had received severe injuries from enemy action. The captain and chief engineer's gallantry was duly recognised by the authorities, but strangely enough the services of one officer, which were certainly outstanding on this occasion, were not similarly recognised. The matter having been brought to the notice of the Imperial Merchant Service Guild, the officer concerned being a member, the matter was taken up and represented in the right quarter, with the result that this officer is to receive a much coveted decoration.

**SINN FEIN COLOURS ON AMERICAN SHIP?**  
A sensation was caused in Queenstown recently especially in shipping circles, by the display from the fore masthead of the American steamer Ashbourne of the Sinn Fein Republican flag, as that vessel was being towed to the local docks at Passage West for repairs to her machinery. The Ashbourne was from New York en route to Copenhagen and to Norwegian and Swedish ports with a general cargo, but owing to engine trouble and shortness of coal she was obliged to bear up for Queenstown. The colours looked the more incongruous because she was assisted up the river by two naval tugs flying Admiralty flags, while from the steamer's mainmast the Stars and Stripes were flown. Some expressed the opinion that the colours represented the house flag of the owners of the steamer.

**THE UNITED STATES AND SHIPPING FACILITIES.**  
Sir Herbert Rowell, a member of the Advisory Council of the Ministry of Reconstruction, arrived in Southampton recently in the Cunard liner Aquitania on the conclusion of an extensive tour of the United States, Canada, Japan, and China, during which he has been studying labour conditions in those countries. Sir Herbert told the Press Association representative that he was wonderfully impressed by the efforts which America is making to take advantage of the commercial position created by the conclusion of the war. American shipowners have been, and still are, placing orders for vessels for the coal trade, and especially for the export trade to Europe. A number of steamers which are being built are especially designed for service to Europe, and Americans hope to complete their commercial triumph by exporting coal to British ports, as they have already captured South American trade. So keen is the desire for shipping facilities from a large number of shipowners in the United States as to whether any vessels were to be purchased from British yards. One gentleman, well known in American maritime circles, told him that those American citizens who were British born, and had risen from the bottom rung, sincerely regretted Britain's "decline in commerce," although, as Americans and business men, they were not to take fullest advantage of it.

**SHIPPING**

**C. N. C.**  
CHINA NAVIGATION CO., LTD.  
SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

SWATOW & BANGKOK ... 30th Sept. at 10 a.m.  
SHANGHAI ... 30th Sept. at noon.  
MANILA, CEBU & ILOILO ... 30th Sept. at 3 p.m.  
SHANGHAI ... 2nd Oct. at noon.

**SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.**  
Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin (twice weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

**BANGKOK LINE—Weekly service to and from Bangkok via Swatow.**

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**JAVA-CHINA-JAPAN LIJN.**  
Regular Fortnightly Service between  
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tiataroom	Japan	30th Sept.	1st Oct.	Java
Tiataroom	Shanghai	28th Sept.	1st Oct.	Java
Tiataroom	in port		4th Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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Telephone No. 1574.

**DOUGLAS STEAMSHIP CO., LTD.**  
HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

**FOR SWATOW, AMOY AND FOCHOW AND RETURN.**  
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Malta	A. H. Stewart	TUES. 30th Sept. at 1 p.m.
Quinnebaug	Medina	FRI. 3rd Oct. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to  
**Douglas Lapraik & Co.,**  
General Managers.

**INDO-CHINA STEAM NAVIGATION CO., LTD.**  
Projected Sailings from Hongkong—(Subject to Alteration).

For Steamship On

SHANGHAI	Kwongsang	Thur.	2nd Oct.	at d'light.
TIENSIN	Chipsing	Fri.	3rd Oct. <td>at d'light. </td>	at d'light.
SHANGHAI	Choysang	Fri.	3rd Oct. <td>at d'light. </td>	at d'light.
MANILA	Loongsang	Fri.	3rd Oct. <td>at 3 p.m. </td>	at 3 p.m.
STRAITS & Calcutta	Chaksang	Tues.	7th Oct. <td>at 3 p.m. </td>	at 3 p.m.
W'wei, C'foo & N'chwang	Loongsang	Wed.	8th Oct. <td>at d'light. </td>	at d'light.
KOBE	Yatsing	Thur.	9th Oct. <td>at 5 p.m. </td>	at 5 p.m.
MANILA	Yuensang	Fri.	10th Oct. <td>at 3 p.m. </td>	at 3 p.m.
STRAITS & Calcutta	Laisang	Tues.	14th Oct. <td>at 3 p.m. </td>	at 3 p.m.

via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

**SHANGHAI LINE**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai through Bills of Lading are issued to all Northern and Yangtze Ports.

**MANILA LINE**—A weekly service is maintained with Manila by steamer with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Haiphong where a steamer is chartered.

**BORNED LINE**—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadar, Jesselton, Labuan, Tawau and Labuan Date.

**TIENSIN LINE**—A regular service is run from Harbin to October between Hongkong and Tientsin calling at Wafangdian and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to  
**JARDINE MATHESON & CO., LTD.**  
General Managers.  
Telephone No. 215.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.**  
REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne, via Queensland Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To  
**GIBB, LIVINGSTON & CO.**  
AGENTS.



SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELEBS MARU" ... Thursday, 30th Oct.

"ALPS MARU" ... End of November.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Middle of November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SIAM MARU" ... Saturday, 4th Oct.

"NANKING MARU" ... Friday, 10th Oct.

"SEATTLE MARU" ... Middle of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNYAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Friday, 3rd Oct.

"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAJO MARU" ... Sunday, 5th Oct.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 9th Oct.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

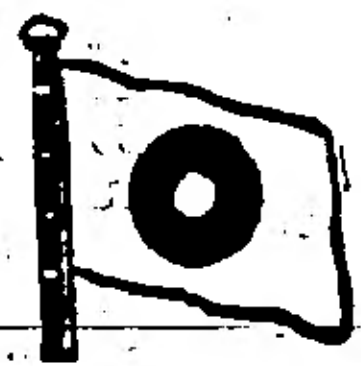
Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1	REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK and/or SINGAPORE.
NANYO MARU No. 2	
NANYO MARU No. 3	
SODEGAURA MARU.	
KYODO MARU No. 13	
TAMON MARU No. 1	
ASOSAN MARU.	
CHEIAN MARU.	

For Particulars Please Apply to:—  
M. KOBAYASHI, Agent.  
Top Floor, King's Building.  
Tel. No. 149 & 155.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERG, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast and Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe).

"ICONIUM" ... About October 22nd.

"SEATTLE SPIRIT" ... October 25th.

"WHEATLAND" ... November 1st.

"ENDICOTT" ... November 30th.

"GREYCOCKER" ... December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"HARTLAND" ... November 14th.

"BISHAMARU" ... November 30th.

"MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

Telephone No. 2477 & 2173 5th Floor, Hotel Macao.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.

THIRD FLOOR " 792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste, about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"Eurymedon" ... via Panama 11th Oct.

"Eurybates" ... via Panama 7th Nov.

"City of Newcastle" ... via Suez 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

Yokohama Buildings.

Telephone No. 1574.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 3rd Oct., at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANESE

Agents.

Telephone No. 1574.

SHIPPING.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "TENYO MARU."

arrived from SAN FRANCISCO, HONOLULU, JAPAN PORTS.

Thursday, September 25th.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday October 1st.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Friday, October 3rd, at 2 A.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO.

Manager.

Hongkong, 25th September, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer.

"IXION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at consignees' risk. The Cargo will be ready for delivery from Godown on and after 27th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd Oct., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 27th September, 1919.

SHIPPING.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The N. Y. K. s.s. TAMBAKI (European Line) left London for this port via the Suez Canal on the 9th Sept. and is expected here on the 18th Oct.

The N. Y. K. s.s. HOSEI M. (Bombay Line) left Bombay for this port on the 9th Sept. and is expected here on the 2nd Oct.

The American and Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The American & Oriental Line s.s. MINERIO is due to arrive here about 5th October.

The R. M. S. MONTEAGLE left Vancouver for Hongkong via Japan ports and Shanghai on the 17th Sept. and is due here on or about the 13th Oct.

The s.s. METHVEN arrived at Yokohama on 20th Sept. and is due at Vancouver, on 6th Oct.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Singapore for this port on the 24th Sept. and is expected here on the 1st Oct.

The N. Y. K. s.s. ATSUTA M. (European Line) left Kobe for this port via Moji & Shanghai on the 23rd Sept. and is expected here on the 2nd Oct.

The N. Y. K. s.s. TSUYAMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 23rd Sept. and is expected here on the 2nd Oct.

The P. & O. s.s. KHIVA left Singapore for this Port on the 25th instant, at 10 a.m. and is due here the 30th instant at about 7 a.m.

The N. Y. K. s.s. SHINGO M. (Bombay Line) left Bombay for this port via Singapore on the 24th Sept. and is expected here on the 14th October.

The N. Y. K. s.s. YOKOHAMA MARU (European Line) left Singapore for this port on the 26th Sept. and is expected here on the 1st Oct.

The N. Y. K. s.s. TSURUGA M. (Calcutta Line) left Kobe for this port via Moji on the 25th Sept. and is expected here on the 2nd Oct.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for this port on the 26th Sept. and is expected here on the 17th Oct.

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

C. A. Bearwolf, from Paris.

Flourman, from Sydney.

Fullerton c/o American Consul, from New York.

H. J. Eddo, American Consul, from San Francisco.

Hermfox, from San Francisco.

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H. J. Eddo, American Consul, from San Francisco.

Hermfox, from San Francisco.

Lanco, from Bandong.

Shokigink, from London.

Tiran Antogere, from Saigon-tandinh.

W. Gamble c/o Sailors Home, from Singapore.

Wallis, Hongkong Hotel, from London.

D. de H. FARRANT, Superintendent, Hongkong, Sept. 25, 1919.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At: A.B.C. Fifth Edition: Engineering, First and Second Editions: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

[All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP

LENGTH

BREADTH



# ADVERTISEMENT

## NOTICE

We have this day removed our office to 1st Floor, Hotel Mansions, next door to the Hongkong Canton and Macao Steamboat Co., Ltd.

SNOWMAN & CO.  
Hongkong, 26th September, 1919.

## TO BE LET

TO BE LET.—Furnished No. 3, Mountain View. Apply Box 255 c/o Hongkong Telegraph.

## NOTICE

H. E. Sir Edward Reginald Stubbs, K.C.M.G., will arrive in the Colony on the morning of Tuesday the 30th September and will land at Blake Pier at about 10 o'clock when he will proceed to the City Hall where the Address of welcome will be read and presented to him.

The Public (including ladies) are invited to attend at the City Hall not later than 10 a.m. to welcome His Excellency.

H. J. GEDGE,  
Hon. Secretary.  
Reception Committee.

## NOTICE

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that that an Extraordinary General Meeting of Humphreys Estate and Finance Company, Limited will be held at the Hongkong Hotel on the 10th day of October 1919 at noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.

"That the new articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the Articles thereof."

Hongkong, dated the 26th day of September, 1919.

By order of the Board,  
G. RAPP,  
Secretary.

## NOTICE

THE HONGKONG STEEL FOUNDRY CO., LTD.

Notice to Shareholders.

The Ninth Ordinary Yearly Meeting of Shareholders in the above Company will be held at the Company's Office, St. Georges Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers, and Statement of accounts to 31st May, 1919.

The Transfer Books of the Company will be closed from 23rd September to 30th September 1919, both days inclusive.

GORDON & CO.  
General Managers.  
Hongkong, 16th September, 1919.

KOWLOON CANTON RAILWAY.

(British Section)

## NOTICE

Additional trains will run as follows commencing Saturday 27th September and until further notice.

On Saturdays  
From Kowloon 12.01 p.m.  
Shum Chun 5.04 p.m.  
On Sundays and Public Holidays  
From Kowloon 11.33 a.m.  
Shum Chun 5.04 p.m.  
By Order,  
ROBERT BAKER,  
Manager.

Kowloon, 26th September, 1919.

## NOTICE

It is hereby notified that on and after the 1st October, 1919, Rickshaws will run on Caine Road and Bonham Road. Stands will be at the following places:—

1. University.
2. Junction of Bonham Road and Centre Street.
3. Nethersole Hospital.
4. Junction of Caine Road and Old Bailey.
5. At top of Glensay.

CAPTAIN SUPERINTENDENT OF POLICE  
Hongkong, 26th Sept., 1919.

## NOTICE

Our interest and responsibility in the business hitherto carried on by us under the name and style of W. R. Loxley & Co. at Hongkong, Canton and London, Merchants, ceased on 1st April 1919.

The said business as from that date has been acquired by J. A. Russell & Co., Kuala Lumpur, F. M. S. who have assumed all responsibility for the liabilities of the firm as existing on that date and properly contracted during the period from that date to the present date.

John Montgomery Beattie,  
Andrew Beattie,  
Matthew Poole Beattie.  
Hongkong, 24th September, 1919.

## NOTICE

We have acquired the business hitherto carried on by Messrs. W. R. Loxley & Co. at Hongkong, Canton and London and shall continue to trade under the same firm name and style.

The business having been taken over as a going concern as on the 1st April 1919, the proper liabilities of the firm as on that date and those contracted since in carrying on the business are assumed by ourselves.

John Archibald Russell,  
Donald Oscar Russell,  
Robert Cecil Russell.

Hongkong, 24th September, 1919.

## NOTICE

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS  
The Twenty-third Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 11th day of October 1919 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

The Transfer Books of the Company will be closed from 1st to 11th October 1919 both days inclusive.

By Order  
M. MANUK,  
Secretary.  
Hongkong, 22nd September, 1919.

## NOTICE

THE CHINA LIGHT & POWER CO., (1918) LTD.

Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.

SHEWAN TOMES & CO.  
General Managers.  
Hongkong, 16th September, 1919.

## NOTICE

KOWLOON CRICKET CLUB.

The Annual General Meeting of Members of the Kowloon Cricket Club, will be held in the Club House on MONDAY, the 29th September, 1919, at 5.30 p.m.

BUSINESS.  
Report and Accounts 1918-1919  
Election of Officers 1919-1920  
General.

## NOTICE

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony. All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.  
E. D. C. WOLFE,  
C. S. P.  
Hongkong, 5th September 1919.

## NOTICE

UNIVERSITY OF HONGKONG.

The University of Hongkong invites immediate applications for the posts of part-time lectureships in the following subjects:

Applied Mechanics (Lectures and Laboratory),  
Geometrical Drawing,  
Strength of Materials,  
Iron and Steel,  
Machines,  
Structures,  
Drawing Office Work (Machines and Structures)

Duties will commence on Sept. 29th 1919.

Full particulars can be obtained from the DEAN of the Faculty of Engineering.

N. TEESDALE MACKINTOSH,  
Registrar.

## NOTICE

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

Notice is hereby given that the Share Register and Transfer Books of the Company will be closed from the 1st, to the 6th, prox. both days inclusive.

Warrants for the Interim Dividend can be had at the office of the Company, 2 Queen's Buildings, Hongkong, on and after the 7th October, 1919.

By Order of the Board,  
R. M. DYER,  
Chief Manager.  
Hongkong, 22nd September, 1919.

## PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 6th Oct. 1919.

commencing at 10.30 a.m.

at No. 1 Saiftee Terrace (Top Floor), Kowloon.

A Quantity of Valuable Household Furniture

comprising:—  
Teak Sideboard, dinner wagon, dining table and chairs, ice chest, Filter, Iron bedstead, Teak wardrobe with bevelled mirror, Dressing table, Sewing machine, Japanese Pictures, Electric Lamp, fan and fittings etc. etc. etc.

On view on day of sale.  
Catalogue will be issued.  
Terms: Cash on delivery

Geo. P. LAMMERT,  
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 30th September 1919.

commencing at 11 a.m.

at the Kaulung Sze Yeuk Kaifong Ferry Co., Ltd. Wharf, Mongkok

The Steam Launch "Sze Yuk"

Length 60'3"  
Breadth 12'0"  
Depth 5'3"  
Tonnage Gross 25.25  
Tonnage Net 17.67  
Terms: Cash on delivery.

Geo. P. LAMMERT,  
Auctioneer.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 2nd Oct. 1919.

commencing at 11 a.m.

at No. 31 Godown of the Hongkong and Kowloon Wharf & Godown Co., Ltd. Kowloon.

34 coils Galvanized Wire Gauge 18, each 1 picul  
34 coils Galvanized Wire Gauge 19, each 1 picul  
34 coils Galvanized Wire Gauge 20, each 1 picul  
34 coils Galvanized Wire Gauge 21, each 1 picul  
34 coils Galvanized Wire Gauge 22, each 1 picul

at Godown L  
255 pieces Mild Steel Angles 3" x 2" x 5/16" x 20'23"

at Godown E  
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## THE U.S. ARMY.

On the face of it, the proposal to raise the American standing army to 510,000, and to make military service compulsory and universal does not appear favourable for the Pacific tendencies of the United States. In proportion to the vast population of America, however, a standing army of half a million is no greater in proportion than the British home standing army, and it must be remembered that, with a troublesome neighbour like Mexico, the United States always has to be ready to take the field at a moment's notice. The proposal to pass every young man through a course of military discipline may be partly due to the benefits observed to follow upon the introduction of the "draft" when the United States came into the war, and partly to a desire to force the numerous foreign elements through a common mould of sacrifice and service. Again, as it means that American will always have a trained potential army of twenty-five millions, it raises so formidable a problem for any Power which may contemplate aggression as to render any assault upon the United States in the highest, begins improbably.

## LOCAL CRICKET.

### THREE PRACTICE MATCHES.

With the near approach of the Cricket season practice matches are being played on most of the Clubs' pitches. On Saturday several such matches took place, the following being the details:—

### AT CIVIL SERVICE CLUB.

Here a Club team tried conclusions with a visiting team captained by Mr. R. C. Wittchell, and suffered defeat by 30 runs. The highest score was made by Bradbury of the home team (41) and he was next followed by Alexander who knocked up 30 for the visitors. The honours of bowling went to Abbas who secured four wickets for three runs.

The details were as follows:—

### WITCHELL'S TEAM.

J. V. Braga, c Strange, b Ling	15
E. L. Braga, c Bradbury, b Strange	9
F. Thompson, c Ling, b Strange	23
C. I. Stapleton, b Strange	1
D. M. Goodall, c Piercy, b Fletcher	5
A. de Sousa, c Strange, b Duncan	22
R. C. Wittchell, c Wood, b Fletcher	1
Alexander, c and b Edmonds	30
A. W. Ramsay, b Edmonds	1
U. M. Omar, b Edmonds	0
M. H. Abbas, not out	0
Extras	6
Total	113

Bowling.				
	O.	M.	R.	W.
Ling	6	2	31	1
Strange	9	1	37	3
Fletcher	7	1	36	2
Piercy	3	1	17	1
Edmonds	23	8	3	3
Duncan	2	1	8	1

### CIVIL SERVICE.

A. E. Wood, run out	0
H. Piercy, b Omar	15
B. W. Bradbury, c and b Wittchell	41
H. E. Strange, b Omar	1
Dr. Smalley, b Braga	5
E. Crocker, b Abbas	3
F. J. Ling, c Omar, b Abbas	4
J. C. Fletcher, run out	1
Moskall, c Coolie, b Abbas	1
W. H. Edmonds, c Omar, b Abbas	0
R. Duncan, not out	0
Extras	12
Total	83

Bowling.				
	O.	M.	R.	W.
Witchell	8	5	19	1
Omar	9	2	18	2
Ramsay	4	1	16	1
Braga	5	1	13	1
Alexander	3	1	8	1
Abbas	4	2	3	4

### AT THE H.K.C.C.

Here teams captained by A. A. Claxton and R. P. Thurstfield fought out a drawn game. The best scores were made by A. A. Claxton whose 52 runs were made in good style, and E. W. Day of Thurstfield's team secured 34 in the bowling. M. Nicoll with 3 wickets for 13 and Lammert with 3 for 17 made the best showing.

### CLAXTON'S TEAM.

Cpl. Mann, c Thurstfield, b Davies	6
A. A. Claxton, retired	52
Major Edwards, b Davies	37
Lt. Col. Coles, c Day	18
Robinson	15
C. Blaker, c and b Robinson	15
Sgt. Connor, c McConnell, b Davies	5
J. D. Humphreys, not out	0
E. Lammert	1
L. M. MacKenzie, did not bat	0
Currie	9
C. W. Johnstone	9
Extras	9
Total (for 5 wks dec.)	142

Bowling.				
	O.	M.	R.	W.
Capt. Davies	11	2	33	3
E. W. Day	3	1	8	1
A. B. Raworth	9	2	37	1
MacKenzie	2	1	5	1
Thurstfield	5	1	29	1
Horrocks	2	1	10	1
Robinson	3	1	11	2

### THURSFIELD'S TEAM.

Col. Humphreys, c and b Edwards	24
E. W. Day, c Claxton, b Humphreys	34
A. B. Raworth, c Johnstone, b Taylor	16
J. M. McConnell, c Taylor, b McNicoll	21
Pay Lt. Robinson, c Edwards, b Lammert	6
Capt. F. H. Davies, c Edwards, b McNicoll	1
R. P. Thurstfield, c Taylor, b Lammert	10
W. W. MacKenzie, c Claxton, b Edwards	9
H. Hollands, c A. K. MacKenzie, b McNicoll	6

## NOTICE

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## MARIE TEMPEST.

### COMING TO HONGKONG.

On Sunday, August 11th, Marie Tempest left Johannesburg after her fourth brilliant season there since her arrival in the Union a little less than a year ago.

After return seasons in Durban and Cape Town, the great artiste leaves the Union with her entire company and equipment for Bombay, Calcutta, Rangoon, Penang, Ipoh, Kuala Lumpur, Singapore, Hongkong, Shanghai, Tientsin, Peking, Manila, Tokyo, Kobe and Yokohama, proceeding thence to America. This, both artistically and financially, the most gigantic offering ever made to Eastern audiences, is under the joint control of African Theatres Ltd., India Films Ltd., Middle East Films Ltd., and the Marie Tempest management, the direct personal administration being in the hands of Mr. Wilfrid Cotton.

Associated with Miss Tempest is the almost equally well known actor and producer, Mr. W. Graham Browne.

The repertoire consists of some fifteen "Tempest" comedies, and the entire Tempest World-Tour Company travels with stage furnishing and equipment complete to the minutest detail for the whole repertoire.

## SHIPPING ITEMS.

The Iron, a Blue Funnel vessel, arrived on Saturday from Liverpool with 2,300 tons of cargo for the Colony and 4,200 tons through. She had on board 610 bags of mail.

The s.s. Paul Lecat from Marseilles brought yesterday 800 ton of cargo and 61 bags of mail.

The French vessel Jade came from Haiphong with 300 tons of merchandise, pigs and bullocks.

A thousand tons of rice were consigned to Hongkong yesterday by the Portuguese boat Sunkat from Saigon.

The Nam Wan, another Portuguese boat, brought 200 tons from Hoihow.

The s.s. Tjittroem from Batavia arrived yesterday with 1,104 tons of tobacco, beans and flour. She belongs to the fleet of the Java China Japan Line.

The Asiatic Petroleum Company's Limburg came in from Swatow with seven packages of merchandise.

The Ajax, another Asiatic Petroleum Company's boat, also came from Swatow.

The Takeno Maru, from Keelung, arrived on Saturday afternoon with 1,250 tons. Her agents are the M.B.E.K.

The Kaifu Maru from Calcutta, which arrived here yesterday afternoon, had 4,450 tons of merchandise. Her agents are the N. Y. K.

The Chicago Maru, belonging to the O. S. K., brought yesterday 525 tons of cargo.

Salt to the total of 895 tons was brought yesterday by the s.s. Alipital, which is Chinese-owned, from Hongay.

The Wingham, a Chinese boat which came in on Saturday afternoon from Tienpak, went ashore near the latter place.

The Tung Shing arrived yesterday with 7,500 tons of rice from Canton.

The Paul Lecat left this morning for Yokohama with 300 tons of general cargo.

The Chikshang departed yesterday for Haiphong with 400 tons of general merchandise.

The s.s. Kwongsang cleared for Canton this morning with 450 tons of cargo.

The Elpenor which departed this afternoon for London had 3,000 tons of merchandise. She is a Blue Funnel boat.



## COMMERCIAL NEWS.

**THE END OF COAL.**  
It is calculated that English coal will come to an end in about 300 years, German coal in 1,400 years, and American coal in 2,000 years. While most of us have little business with coal which may come to an end at a date at least as remote as that of William the Conqueror, yet it is consoling to think that for our descendants there are possibilities of warmth which are independent of coal. It may, for instance, be possible to harness the Niagara Falls, the Zambesi, the Congo Falls, or even the tides themselves. Then there is also the theory that only a few miles below the surface of the earth there are huge carbide deposits, and some day, perhaps, borings will be possible which will then discover an almost limitless source of heat. Finally, it is conceivable that the problem of the disintegration of matter generally will one day be solved. If a gramme of matter could be completely resolved into helium, the energy thereby produced would be equal to that yielded by the burning of 200 tons of coal. Thus, although we may all be cold this winter, there seems to be no real reason to be anxious about the heating arrangements of our descendants of a thousand years hence.

**JAPANESE ENTERPRISE IN BRAZIL.**  
Considerable interest has been aroused in Brazilian commercial circles by the visit to Brazil of the vice-president of the Chamber of Commerce of Tokyo. He has visited the coffee districts of Ribeirão Preto, and other agricultural districts of the State of São Paulo, and has been received at a special session of the Rio de Janeiro Commercial Association, to which he was accompanied by the Japanese Minister. In reply to a speech of welcome he referred in eulogistic terms to the great future which Brazil offered as a market for Japanese manufactures, and stated that on his return to Japan he would endeavour to bring about a visit of Brazilian delegates to that country. The Japanese Minister also addressed the assembly, and, in the course of his speech, referred to the monthly service which Japanese steamers already maintained with Brazil, and which would shortly be increased. He also expressed great hopes as to the strengthening of commercial relations between the two countries which would result from the opening of the branches of the Yokohama Specie Bank in Brazil, for which a charter had already been solicited from the Brazilian Government.

**VENEZUELAN TRADE MISSION.**  
Dr. Jose Santiago Rodriguez, a distinguished Venezuelan lawyer, who has previously carried out several diplomatic missions in Europe, recently arrived in London on a special mission from the Government of Venezuela, with the object of reviving commercial relations between his country and the United Kingdom. To a representative of the Times Dr. Rodriguez spoke with enthusiasm of the old friendship between the British and Venezuelans. He said that the victory of Carabobo, decisive for Venezuelan independence was largely due to the valour of the British volunteer troops. Great Britain was before the war one of the country's chief suppliers of cotton textiles, hardware, drugs, chemicals, and many other kinds of manufactured goods, and even under war stress was successful in maintaining a certain quantity of exports. Today, while occasional cargo boats touch at the most important ports, and France, Spain, Italy, Holland, and the United States all maintain a service of liners, the acute demand for shipping has so far prevented the re-establishment of any regular British service. As a result the coffee, cocoa, rubber, hides, and tanning materials do not come to this country. In the hope of remedying this state of things that Dr. Rodriguez is making studies of commercial conditions here. He intends to visit the chief industrial centres and confer with shipowners, manufac-

## SCIENTIFIC CO-OPERATION.

### AN INTERNATIONAL QUESTION.

Organized science in Great Britain and the Allied countries was slow to recognize the shattering effect of the war on international cooperation in science. There is a danger that it may be equally slow in recognizing the reconstructive effect of peace. The Report published of the conference of Allied Scientists recently held in Brussels, gives this impression. International scientific cooperation is necessary for the collection of data, the fixing of standards, and the sub-division and co-ordination of work. Before the war as many as forty or fifty international bodies had come into existence in response to these needs. In some cases they were due to individual effort; in others they were sustained by International Conventions arrived at through the usual diplomatic channels. By the Peace Treaty the Germans undertook to withdraw from most of these. Nevertheless, they remain in existence. The Brussels Conference proposes to destroy them by the withdrawal of the Allied nations. They are to form a new body on an American war model, and, in due course, to invite neutrals to join an organization in shaping which they had no part. The neutrals, it seems to be assumed, will have no option, as they will be left in the air, the Conventions to which they had subscribed having vanished. If this new Council of International Research is to have more validity than that of a private association, there will have to be new International Conventions, arrived at by the slow and laborious processes of diplomatic action. The new body, therefore, has assumed power to enter into relations with the respective Governments. It is surprising that these men of science, assembled at Brussels, do not appear to have heard of the League of Nations, an important function of which is to provide the machinery for co-ordination in matters of world-wide interest. Whether the required help be asked from the Governments or from the League of Nations, some important questions must be asked. First amongst these is that of the status and authority of the Brussels Conference. We are told that England was represented by seventeen persons. By whom were these selected? To whom do they report? By what bodies are their conclusions to be ratified? Was Ireland represented? Were the Dominions and Colonies represented? Did the Royal Society, which seems quite properly to have taken a leading part, consult with, or receive authority from, the many specialised scientific and technical associations whose affairs are to be so drastically modified? Did its Council consult its own body of fellows? The constitutional machinery of the Royal Society has creaked audibly of recent years.—Times.

turers, and officials connected with foreign trade. "The Venezuelan Government will gladly cooperate with that of the United Kingdom in every possible way," said Dr. Rodriguez, "in order to revive commercial interchange and to put our mutual relations upon a sound and permanent basis. We will gladly exchange goods if a method can be worked out by which the transference of money may be avoided. Britain is a highly organized country, the developer of great mechanical genius; Venezuela is still a pastoral land, with great areas of forest and pampas, possessing only 600 miles of railroad in her whole area of 364,000 square miles. We need railway extensions, harbour works, all kinds of transportation facilities, every kind of manufactured goods. We want to enlist the co-operation of our great lands, while we supply her mills with raw materials. The time has come when we can be mutually helpful, and my mission has as its definite object the development of a new plan of commercial interchange."

## WASTE, WASTE, WASTE.

### WHEN IS IT GOING TO STOP?

The following vigorous leader from the Daily Mail of August 9 seems to express the opinion of most parties.  
The Chancellor of the Exchequer is at last becoming alarmed at the fact that the Government are spending 4½ millions per day, or £1,400,000,000 per annum. He warns Parliament that if this expenditure is not reduced taxes will have to be increased.  
Does he really think that the country can stand more taxation? Does he believe that if the income tax is increased the revenue from it will increase, or does he not fear that very soon he will find the revenue income tax falling off?  
He knows why the Victory Loan was a disappointment if not a failure. It was because the country is dismayed at the wanton extravagance of every department of the Government, and the people who scraped up their last sovereigns to win the war hesitate now to give money to the Government to be wasted. There is no hope in increased taxation. To increase taxes is like feeding a dog on its own tail. Our only hope of salvation is to reduce expenditure drastically in every department.

Ministers seem to compete with each other in an appalling rate of expenditure. Their underlings vie with each other in the size of their staffs and the recklessness of the cost. A strong Chancellor would stop the money at the source and would bring these spending departments to their senses inside a month. Helpless wailing about extravagance from a Chancellor is worthless. What we need is action.

We maintained the greatest Navy in the world as a defence against the German Navy. The German battleships are sunk at Scapa Flow.

Are we still building warships or repairing useless old warships? Why is the Admiralty unable to give the Mercantile Marine help with urgent repairs in Government dockyards? Is it occupying all its plant with repairs to warships that could very well wait?

We have demobilized over 3,000,000 officers and men from the Army. How much has this reduced the cost of the Army if we are still spending 4½ millions a day?

How many men are in France watching War Office material which ought to be sold and which has not been handed over for sale?

How many hundred officers are in the War Office who could be dispensed with to-morrow?

How many officers, attached to the War Office, are scattered throughout the country idle or doing needless "duty"?

Is it the case that the inexplicable delay in fixing the new rates of pay for the Army, including retired pay, is keeping hundreds of officers in the Army who wish to retire, but will not do so until they know what they are to get?

Is this delay the fault of the War Office or the Cabinet or the Treasury?

Is it not true that another 50 million pounds will be required for the Army before the end of the present financial year? How much of this is for Russia?

Are we still keeping up useless establishments for the mere sake of employing men? The Government took a large block of dwelling-houses in Cromwell Gardens, Kensington, to deal with German airmen, and submarine survivors during the war. This is still "carrying on," as headquarters of the Royal Defence Corps. The guard comes and goes by train every day as it did during the war. The sentries fix bayonets and the guard salutes. What is it defending? And from whom—except the taxpayer?

What has been saved on the daily cost of running the Air Force since the war ended? Is £30,000,000 to be asked for it in the new estimates?

Is the Air Force still having thousand-pound engines manufactured because it will not agree on terms to stop the contracts?

Is the Air Force still having new motor-cars made and sold by

## HOLY GROUND OF BRITISH ARMS.

### THOUGHTLESS SIGHTSEERS AT YPRES.

The Anglo-Belgian Commission appointed to consider the question of the reconstruction of Ypres has had a session in Ypres, and recommended that the central portion of the town be not built, but remain as a historic monument.

This area includes the ruins of the Cloth Hall, the Cathedral church of St. Martin, the Palais de Justice, and the adjoining cloisters. It is bounded on the north by the Rue Marche de Bois, on the east by the Rue de Dixmude, on the south by the Grand Place, without, however, including any ruins on the opposite side of the square, and on the west by the west Rue des Halles. For the rest nearly 1,000 civilians have already returned to dwell amidst the ruins, some 54 auberges and estaminets are open, nearly all temporary wooden structures, which do a thriving business with British soldiers and with tourists, of whom on Sunday last it is estimated 9,000 visited Ypres.

There is as yet no provision made for the reception or guidance of the many pilgrims to the graves of the French and British fallen, who are thus obliged to herd with trippers in holiday mood, who even invade the cemeteries, and to whom nothing in these precincts appears sacred. With reference to an incident which occurred a few days since during the visit of H.R.H. Princess Beatrice of England to visit the grave of her son, a Belgian officer of high rank explained—

Most of these excursionists are led here by simple curiosity, a very large number coming from the lately occupied districts of Belgium, to whom Ypres means a shell-demolished town and nothing more. These heard little, if anything, during the war from the Germans of the heroic defence of Ypres by the British, which cost the lives of a quarter of a million of men, and they are wholly unaware that the British regard it with the reverence which the French feel for Verdun. If these things were known the thoughtless behaviour of the crowds would be very different. I have recently visited Verdun, and was greatly impressed by the conduct and demeanour of the throngs of tourists there.

A demand has been made for a small force of civil police to enforce regulations concerning the speed of motor cars and the noise of horns and hooters in the Grand Place. It is feared, however, that any such measures, now that the British military authority is relaxed, must depend upon Belgian public opinion, and public opinion does not yet concern itself with Ypres, the "holy ground of British arms."

What is the Ministry of Munitions doing with the staff of 25,000 clerks shown by the latest available returns?

What useful work is being done by the 170,000 "women and girls" still employed in Government offices when the last census was taken?

How many hospitals are we still carrying on at Dieppe and other French coast towns with motorcars and women drivers, and how much cheaper is this system than bringing our men home to hospitals in England?

Why does the Government advertise this week for Women Drivers for France? When will the war end?

Why does the Government still occupy the whole of the Hotel Majestic in Paris? And why does it need 350 officials in Paris to settle the boundaries of Turkey?

These are only a few of the question to which the public demand answers. We print them in the hope of assisting the Chancellor of the Exchequer to do something more useful than wailing and gnashing his teeth. When these questions have been answered we shall ask a few more.

## AMERICAN ADVANCES IN A NEW SCIENCE.

### There is a movement on foot to urge the General Medical Council to authorize the granting of a Diploma in Industrial Medicine.

A similar demand was made on a former occasion, but was refused on the ground that the subject was not then sufficiently developed. The experiences of the last few years, however, have materially changed the situation.

This movement comes not a day too soon. On every hand interest in industrial medicine is being quickened. Employers of labour who are alive to the new necessities of their world have followed the experiments conducted by the Ministry of Munitions on questions of fatigue, overtime, early hours, and so on with close attention. They have evinced a desire to obtain further information, and in some cases have tried to secure the services of specially trained doctors. Unhappily there are not yet many medical men who have studied the subject closely, and so it would seem as if the demand in this instance exceeds the supply.

Meanwhile, the Americans have begun to devote very close attention to the subject. Messrs. Macmillan have just published the first number of a new journal *The Journal of Industrial Hygiene*, under the joint editorship of Dr. David L. Edsall, U.S.A., and Dr. Stanley Kent, Great Britain, whose work on *Industrial Fatigue* is so well known. The journal has grown out of the recent establishment of teaching and research in industrial hygiene in the Harvard Medical School. The publishers propose to cover a wide field and to afford abstracts of the ever-growing literature on the subject.

In the present issue there is a very interesting article entitled "Telephone Operating, a Study of its Medical Aspects," by Dr. Anna Richardson, physician of the New England Telephone and Telegraph Company. This article shows with how great care telephone operators are selected by the company, and how well the care is repaid in efficient service; for example—

"Very careful studies have been made by skilled engineers, watching conditions in an exchange, and listening in on positions, to note every possible variation in an individual's work in order to determine what proportion of time an operator can work well—i.e., render the best service to the public with the fewest possible errors and with the least possible physical and nervous strain. In this way standards have been established which are technically called 'loads.' These vary for different types of operators."

There can be little doubt that the steps referred to above to secure efficient teaching of industrial hygiene in this country will be successful, and that at no distant period doctors so trained will have become the friends and advisers both of employers and of employed. Experiments already carried out have proved that between master and man, so far as health and hours of work are concerned, there is, within reasonable limits, no difference of interests; what is good for the one is good also for the other. This is a very important fact, and should have its bearing on the problem of industrial unrest.

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### Change of Programme

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### Episodes 9 & 10 of

## "THE LIGHTNING RAIDER"

### "PRIZE PACKETS" PROGRAMME

- 1.—Xaida Stella sings for "The Night of a Girl" and "Johnny Walker."
- 2.—Queenie Lloyd will sing "Your Daddy did the same thing" and "There they are."
- 3.—La Petite Zilla will sing "Peg o' my Heart" and "Micky."
- 4.—Xaida Stella sings about "Father."
- 5.—Queenie Lloyd will sing "They're all after me."
- 6.—Duo. "Wait until we're married," La Petite Zilla and Xaida Stella.

### A MUSICAL JIT-BIT: "LET 'EM ALL COME"

Characters:

DOCTOR MUCHFEE... Chas. E. Weatherly  
HIS SON... In love with every domestic in the house... Xaida Stella.  
SUZETTE... A dainty morsel... La Petite Zilla.  
BRIDGET... A pretty little thing... Mr. C. Weatherly.  
DOT... A slender little thing... Queenie Lloyd.

The following songs will be introduced: "Back to Carolina," "Blue Eyes," "How'd you like to flirt with me," and "Jolly good luck."

Scenes:—Doctor's house. Time, Present. Dancers: 4/39s.

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## THE RAILWAYMEN'S STRIKE

London, Sept. 25.  
A decision to call a strike to-morrow was telegraphed to all railwaymen's branches in the Kingdom last evening. Subsequently the Cabinet proposed that the National Union of Railwaymen confer with Sir Eric Geddes this morning. It is believed that negotiations will thus be resumed.

Later.  
After hours of deliberation the Railwaymen's Union decided to accept Sir Eric Geddes's invitation to a conference which will be held this morning.

The executive of the railwaymen conferred with Sir Eric Geddes for several hours to-day in the forenoon and afternoon and early in the evening they met the Premier at Downing Street. The public is anxiously awaiting the result of the conference.

It is officially announced that the railwaymen's strike will be brought into operation will begin at midnight to-morrow and not at noon.

It is significant that the Home Secretary and Food Controller conferred with the Premier this afternoon, presumably with regard to the preservation of order, the protection of essential train services and food supplies in the event of a railway strike.

An official statement from Downing Street on the conclusion of the Conference to-night says that the Prime Minister, Mr. Bonar Law and other members of the Government discussed freely and frankly the whole situation from the Railwaymen's Union standpoint. A further discussion was decided upon for to-morrow at noon.

London, Sept. 25.  
It is officially announced that the Conference of the Railwaymen's Executive with Mr. Lloyd George and other Ministers failed to come to an agreement and the strike commences at midnight to-night. Leaving Downing Street Mr. Thomas stated that the railway strike will take place.

The War Office announces that owing to the railway strike all leave and demobilisation are forthwith suspended. A Railwaymen's Union official informs Reuter that the strike will be a national one, applying to all railways throughout the United Kingdom both steam and electric.

In connection with the railway strike it is pointed out in authoritative quarters that the railwaymen were guaranteed that no reduction of wages would occur before December 31, and wages would be maintained at the present level until the cost of living had considerably changed, whereof there was little anticipation for many months. The view was expressed that bringing about the strike now seems to show extraordinary callousness and disregard for the common public interest. It is emphasised how the railwaymen pressed for the recognition of war wages as a permanent wage; thus a man receiving twenty shillings before the war should receive fifty-three shillings, the amount reached owing to the war bonus due to the increased cost of living. This request made in March for the stabilisation of war wages, went beyond the demands of other trades of the country.

The Government refused to accept the principle but arranged for wages to remain at the figures reached—for example fifty-three shillings in war time compared with eighteen before the war—until Dec. 31. This conceded a longer stabilisation for railwaymen than for other trades. The arrangement provided for the holding of negotiations between March and December to determine the permanent wage according to prevailing conditions. The fact that the standard could be reviewed at the end of the year makes the strike still more serious, for whatever the railwaymen think of the permanent wage fixed by the Government it is at least open to revision during another three months. The first grades wherein wages have been finally settled have been drivers, firemen and cleaners. The subject of the present controversy is the standard rate for the remaining grades. The Government has fixed the standard for the lowest grade men at a minimum of forty shillings weekly, no matter how the present cost of living may rise. This compares with a wage of eighteen shillings before the war. The Government has guaranteed the railwaymen that the war wage would continue fully while the cost of living was 10 per cent. above normal. The latter is now 115 per cent. but the railwaymen have been guaranteed against a reduction of the war wage until the per centage reaches 110 and only if it then remains at that figure for three months. The railwaymen rejected that offer and insisted on the principle of the advance made to drivers, firemen and cleaners, but although the two former classes received an advance which more than covered the addition of the war bonus, cleaners' standard wages were fixed at a lower figure.

It is therefore contended as idle for the railwaymen to suggest they are out on this principle. If the case of drivers and cleaners stood alone the railwaymen's leaders have always contended that those had very special responsibility and have been unfairly treated in wartime. The leaders rejected the Premier's offer to continue negotiations in order to abolish any grade anomalies in wages. The enormous increase in the wages bill under the new proposals as mentioned on Sept. 24 is pointed out. It is understood the Government has made as complete as possible arrangements for carrying on transport by motor services. Petrol will be rationed, also food. The Government has done everything possible for securing the feeding of the country. Doubtless troops will guard railways but no arrangements have yet been made to run trains with military labour.

The authoritative views on the railway strike are now attributable to the Labour Minister Mr. Horne. Mr. Horne also mentioned in the course of an interview that one of the elements causing the difficulty was the fact that every grade of workers received the same flat rate of war bonus, irrespective of the rate of wages. This influenced the Government's concessions in fixing the new wages of drivers and firemen who are the highest paid workers. Mr. Horne drew attention to the fact that besides the average addition of 100 per cent. under the proposed new standard of wages compared with pre-war wages, that the hours of labour would be reduced from ten to even twelve, to eight; also extra allowances would be made for overtime, night duty and Sunday work.

Mr. R. H. Thomas in the course of a statement said the Labour Minister found it impossible to concede the standardisation for all grades on the same basis as already agreed in the case of locomotive men, consequently there was no alternative but to strike. Mr. Thomas hopes members of the union will realise that neither disorder or rioting will help their cause and damage to property will not be countenanced. He declares this is the saddest day of his life. The Locomotive Engineers' and Firemen's Society has resolved supporting the Railwaymen's Union. It is noteworthy that this Society's demands have been met. It was alleged that it was a discrepancy between these demands and the Government's offer to the Railwaymen's Union, which precipitated that present trouble. It is understood the Government with the aid of military blue jackets and such railwaymen as refuse to strike will endeavour to carry on a countrywide skeleton service and maintain a minimum of distribution. The Government will also make the fullest use of aeroplanes.

It is stated that the Railway Executive has arranged for the conveyance of all necessary foodstuffs and milk to London. Protection will be afforded all local employees as far as possible. Arrangements are complete for the maintenance of essential postal services. The Government has further arranged for the transportation and distribution of goods and passengers by motor vehicles if necessary, therefore.

## TRADE WITH GERMANY

London, Sept. 25.  
The Board of Trade has issued a statement of the conditions under which trading is permissible with the ex-enemy States and some neutrals. Varying restrictions on certain listed exports from Britain continue, unless licenses are sought; but imports may be freely made except where such are prohibited from all foreign countries. Other commercial and financial transactions are permitted without license provided they do not involve: (A) Payment of money arising from pre-war transactions; (B) Property held in Great Britain for persons in Germany since pre-war days; (C) Transfer of securities by or for persons in Germany; (D) Transfer of any debt due to any person in Germany. Traders are warned to make the best arrangements possible as regards financing transactions. Declarations of ultimate destination and disclosure of names of consignees are no longer required as regards United Kingdom exports.

## ACROSS THE PACIFIC

London, Sept. 25.  
The "Times" correspondent at Victoria B.C. reports that to commemorate the visit of the Prince of Wales, Mr. Norman Yarrow, head of Yarrow's Limited, has offered a prize of £10,000 for the first non-stop flight from Vancouver to Japan by a lighter-than-air machine manufactured in Canada, navigated and manned by Canadians, before 31st December, 1921.

## THE SUPREME COUNCIL

Paris, Sept. 25.  
The Supreme Council has approved the report of the Spitzbergen Commission giving Norway political sovereignty over Spitzbergen. It also decided to grant the Portuguese Government's request to place under the sovereignty of Portugal Enclave and Kionga which will be separated from German East Africa.

## THE SILVER MARKET

London, Sept. 25.  
Silver is quoted at 63½ and 63¼ firm.  
The price of bar silver yesterday, sixty-three pence per ounce, is a record. The previous record was 63½d. in March, 1899, but it is pointed out that the present paper money prices are not strictly comparable to those of 1899.

## RACING

London, Sept. 25.  
The Newburg Cup resulted as follows—1, Silver Bridge (6/1); 2, Landon Hills (9/4); 3, St. Elmo (20/1). Won by two lengths. Same distance between second and third. Eight ran.

## PRESIDENT WILSON

New York, Sept. 25.  
Owing to nervous reaction President Wilson has been ordered to cancel the remainder of his tour. He returns to Washington immediately but his condition is serious.

London, Sept. 27.  
The strike opened quietly, the men leaving the depots without disorder. Trains from Edinburgh and Glasgow southwards which started were crowded last evening, but officials did not guarantee their reaching their destination. The position at London termini at midnight was that the Paddington service had ceased, London Bridge, Waterloo and Liverpool Street trains were finishing their journeys, at Euston Kings Cross and St. Pancras late trains northward were cancelled. They were crowded with drivers and guards anxious to start in order to reach their homes in the North. Last signmen left their boxes, hence the cancellation. It is regarded as improbable at midnight that the strike would extend to the bus and tram services whose employees have no grievances but the Executive of the Vehicle Workers Union meets to-day to consider the situation. The Executive of the Railway Clerks' Association has telegraphed to members to remain neutral and perform their own duties but not those of the strikers. Ireland is not affected by the strike.

With the exception of the "Daily Herald" the newspapers unanimously condemn the railwaymen for suddenly forcing an industrial war on the community, when there was ample time to negotiate, at the very moment the country is threatened with bankruptcy owing to its inability to export manufactures. They believe the railwaymen have underestimated the strength of public opinion hostile to them and the power of the Government. It is pointed out that till last evening the public was ignorant of the matters disputed and hope is expressed that the publication of the exact demands and offers will yet lead to fresh discussion. The convocation of Parliament is generally urged with a view to throwing light on the situation by a searching debate.

Earl Haig attended yesterday's Cabinet and conferred with the Premier for 2½ hours. Mr. Horne interviewed and emphasised that it was a strike against the State. It was not a question of increasing capitalist profits but saving the community from disaster. Emergency orders have been issued in connection with the strike to enforce strict rationing of coal, gas and food as during the war. They prioritise the compulsory requisitioning of vehicles and invite volunteers to drive motor vehicles and provide protection for volunteers. The funds of the Union of Railwaymen are estimated at 1½ millions, sufficient to finance the strikers for a month, but the real test is expected in the first three days as if essential railway services can be temporarily carried on the failure of the strike is certain. A factor in favour of the Government is the enormous number of motor lorries at its disposal but it is possible the railwaymen will invoke the support of their partners in the Triple Alliance, provoking a still graver situation. Streetworks at Wolverhampton employing 2,000 are closing down immediately in consequence of the strike and other works are expected to follow suit.

## BRITISH COMMENT

Under the above heading, a correspondent writing in the "Western Mail" (Cardiff) says that no other country is bound in the near future to have such a great influence on the destiny of the British race as China. He goes on to say:

The dream of a senile Far East was shattered by the Japanese, but the lessons of the Russo-Japanese War and the cruel failure of the Boxer rising were keenly taken to heart by China, and over the vast territories of the Celestial Empire arose a burning desire for Western learning and Western methods. The gods of her ancestors had met in battle the gods of the West, and the West had triumphed, therefore she must pay homage to the gods of the wild beyond—such was the Chinese philosophy. Worst of all during the Russo-Japanese War, China only felt a necessity for greater effort and a more perfect adaptation to Western standards in order to cope with the aggressive superciliousness of her younger sister. Undoubtedly the contempt was becoming tinged with hostility, owing to her continued reverses. More and more China was turning to the Western Powers as her protectors, if not as her protectors, against the aggressive mood of Japan during the period of her reconstruction. This was the attitude of China during the war, but she was to have a rude awakening. The position of the European, especially the Allied Powers, was, however, difficult. The friendship and the active help of Japan in the Pacific were absolutely essential to them. Nor could Great Britain, who realised the importance of a strong navy to an island empire, deny to Japan the exploitation of those iron and coal mine without which Japan could construct a modern fleet. Their attitude towards China was one of sympathy, with a continued expression of pious hopes that Japan would not misuse her advantage. No word of warning, however, dare be spoken against the strong ally in the Pacific. China was rapidly drifting towards the cross-roads, and the choice before her to-day is clear.

She can continue as she has done hitherto in a state of semi-civilisation at the mercy of foreign Imperialists with their hunger for concessions and spheres of influence. She may continue to furnish villains for foreign exploiters, or she may grasp the glittering standard that Japan holds out before her. Unaided she is incapable, in present circumstances, of being a great or a self-respecting Power, and the only Power that can help her is Japan, and that she, poor China, by herself can get no active sympathy from the world which has not yet ceased praying to the Lord God of big battalions. Why should she not harness herself to the chariot of Japan and sink the future of China in the future of the yellow races? This is what a great and an increasing section of the Chinese, especially educated Chinese, are thinking. And the consequence:

The salvation of China and the ultimate safety of the world can only lie in China realising that civilisation is not merely based on material force, but on ethical principles of right and brotherhood, and it is the very prevaricating with these principles that is likely to drive China into the arms of Japan, and a policy of race war and hatred. Therein lies the significance of those few lines in the Peace Treaty showing the choice that is open to China.

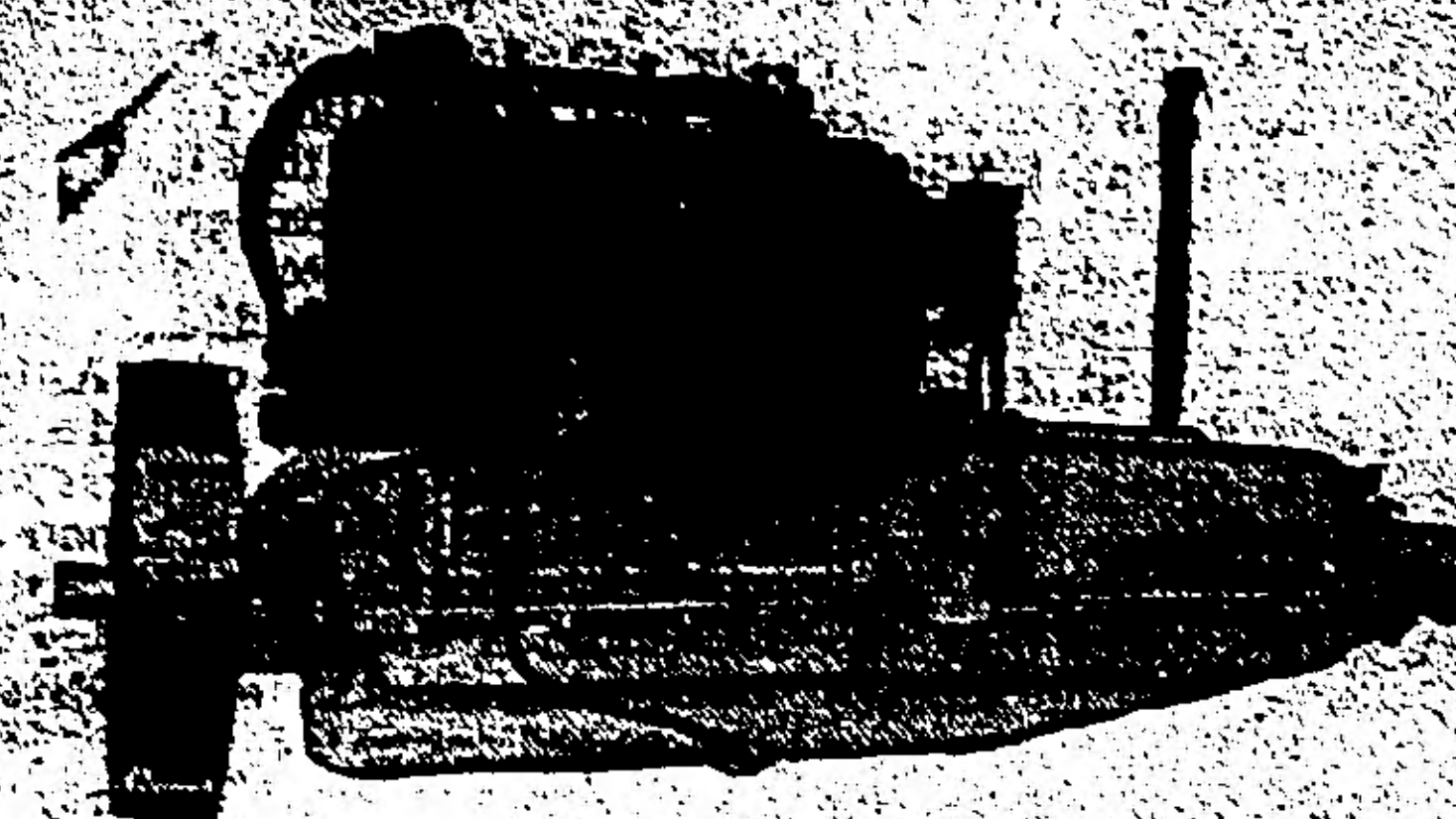
## COMMERCIAL NEWS

### GERMANS WORK FOR TRADE SUPREMACY

Replying to Mr. G. Balfour, who asked the President of the Board of Trade, in the House of Commons, recently, whether the Centralised Trade Unions of Germany had instructed their members to work eleven hours per day at pre-war rates of pay, Mr. Wardle said: no confirmation of the reports implied in the question had so far been discovered by the Ministry of Labour in the German papers, although they did indicate the responsible leaders of organised labour in Germany were most active in encouraging intensive work as the only means of German economic vitality.

## RED WING THORP

THE MARINE MOTOR WITH POWER TO SPARE



### GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinement, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

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MOTOR DEPARTMENT.  
Garage No 7 Russell St. Phone 659.

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WE BEG TO NOTIFY OUR CUSTOMERS THAT OUR STORE IS NOW OPENED AND WE INVITE YOUR INSPECTION OF OUR HIGH-CLASS GRADES OF CIGARS, CIGARETTES AND TOBACCO.

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EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

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At a price within the reach of all.

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Inspection and Enquiries are cordially Solicited.

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MOTOR SPIRIT

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**SHEWAN, TOMES & CO. AGENTS.**

# PEAK TRAMWAYS CO. LTD.

## TIME TABLE

WEEK DAYS.		Every 15 min
1.00 a.m. to 4.00 a.m.		15 min
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